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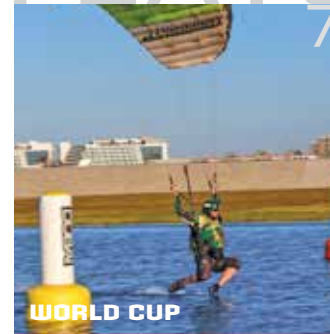
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FEATURES



WORLD CUP



WHEELS TO THE SKY



WORLD RECORDS



RUSSIE BIGWAY EVENTS

As a rule, I don't put overseas/non-Australian photos on the covers of ASM. Putting a Kiwi photo on the front cover of the first ASM Issue still makes my skin crawl. The only saving grace was that it was Sparkesy's photo, justified!

If it's a bunch of Aussies overseas like the 119-Way Aussie Record at Perris, then absolutely. If it's something outstanding with a token Aussie in it, then maybe, if the photography is sensational, like the Phoenix Fly Need For Speed cover.



Then along comes this "What The" photo from foreign people, over foreign lands, doing foreign things. It quite simply demands attention! When asked to describe exactly what this is, photographer Juan's reply was:

"It's a Barrel Roll on top of another canopy, touching top skin to top skin. This is something that Pablo Hernandez of the PD Factory Team

has wanted to do for a long time. The goal of this stunt was to fly towards each other and for Pablo to do that barrel roll precisely as both canopies touch top skin to top skin, and then to finish on the other side nice and safe. The CRW team from Bahrain were training in Dubai, we did many jumps until they finally got it."

While on the topic of cover shots, I thought I'd give you some insight into my decision-making process of this issue's back cover. It's one of those feel good, pretty photos that makes me want to go and get my rig on. I am stoked to feature Steve Fitchett in the photo, even if it is of his behind! It's great to give something back to Fitchy, as he is usually behind the lens, not in front of it, and has endlessly been supplying ASM with only the finest quality photos for nearly two decades, free of charge, for the love of the sport and it's people. There's so much Bigway momentum in Australia in the build up to the Aussie Record attempts next year, with plenty of fantastic coaching events to build the experience, so it feels right to support this Bigway charge, especially a photo with so many new faces and because it's been a while since W.A. had a go at a cover. I'm also very happy to give a cover shot to photographer, Spot, who's missed out on a few covers albeit narrowly, but not this time. He deserves it.

Susie EDITOR
Susie McLachlan

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The information in this magazine was, to the best of our ability, correct at the time of going to press. Production and mailing takes a total of five weeks, so some information may be out of date or superseded.

Photos submitted will be returned if supplied with a self-addressed stamped envelope.

The parameters of the Australian Parachute Federation lie in sport parachuting operations from aircraft and while the APF is aware that parachuting descents are being made from other than aircraft, APF rules do not cover these descents and the APF are not in a position to control them. Note: The ASM may include BASE jumping, providing the APF does not appear to condone the activity.

Pursuant to my contract with the APF in relation to the publication of Australian Skydiver Magazine, I am required to make a general statement about the nature of any pecuniary interest that I have in a particular brand of parachuting equipment, service or event being promoted in ASM. I am a Director of Toogoolawah Drop Zone Pty Ltd and I am a part-time employee of Ramblers Parachute Centre which organises various events and is a dealer for various equipment, some of which companies advertise in the ASM from time to time.

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FRONT COVER



On top, Pablo Hernandez from the PD Factory Team barrel rolling over flag jumper, John Woods, coach of the Bahrain CRW team, over Dubai UAE. Photographer: Juan Mayer. www.JuanMayer.com

BACK COVER



Group of 24 jumpers going for a W.A. State Record during a Bigway event, over York. Photographer: Steve "Spot" Tonson

【 Wanted For Next Issues 】

- Profile of yourself, your mate, your hero or a 10,000 Jump Pig
- No Shit There I Was stories
- Ouch photos
- Happy Snaps
- Drop Zone stories

【 Next Deadlines 】

Issue 90
Deadline 30th Mar, 2018
Mag Out 4th May, 2018

Issue 91
Deadline 10th June, 2018
Mag Out 10th July, 2018

Issue 92
Deadline 25th Aug, 2018
Mag Out 29th Sept, 2018



NATIONAL SYMPOSIUM

**INTERCONTINENTAL, SANCTUARY COVE
ON THE GOLD COAST, 15 – 17 MAY 2018**

The 2018 APF Symposium is planned to be one of the best yet!

This symposium, we will see trade exhibitors from both overseas and Australia. There will plenty of gear demonstrations and workshops, presentations that will engage you and a tonne of social activity; including the APF Awards Night and Dinner.

There will be excursions to the World Meet site and guest speakers including: Bill Booth, Bryan Burke (Skydive Arizona), James La Barrie (Beyond Amazing), Tom Noonan (UPT/Vector), Tom Parker (Sun Path), Marcella Smith (Beyond Amazing), Jupp Veltman (CYPRES), and Melissa Nelson-Lowe (Beyond Amazing). There are also a couple of surprise speakers in the works, stand by for that and, Australia, well – we can match it with the best too. We have presentations from Dekunu, Aussie Bigways, workshops with leading Aussie skydivers and more great stuff from manufacturers.

There will be prize giveaways including: CYPRES units, Accommodation packages from the Intercontinental, APF memberships, Gear and much, much more.

NORMAL RATE		EARLY BIRD	
Day Rate	\$82	Day Rate	\$52
Awards Night	\$106	Awards Night	\$100
Welcome	\$57	Welcome	\$50
Total as one day	\$245	Total as one day	\$202
Total as full package	\$409	Total as full package	\$306

See you on the Gold Coast – May 15th – 17th

Contact: www.apf.com.au for more details



THE 9TH FAI WORLD CUP OF CANOPY PILOTING IN DUBAI SAW A NEW, FRESH, YOUNG TEAM TRAVEL THE FOURTEEN HOURS FROM AUSTRALIA TO DUBAI WITH GREAT EXCITEMENT AND ANTICIPATION.

By Ronnie Perry Photos by Mark Norman, Ronnie Perry and S. Nazarov

With only one person having represented Australia before (Gorgeous Tom the amazing Kia Brabus driver) there were going to be a lot of new international competition experiences for the rest of the team. Many of the team have been working towards this moment for a few years now, training hard, going to coaching camps and competitions, and making it a serious and attainable goal. It was very cool to see these guys finally realising their goals to 'represent' the high quality of Aussie CP on the world stage. What an awesome job they did!

At last minute the venue of the World Cup was changed from the Desert Campus to the gloriousness and the glitz and glamour of the Palm Drop Zone. Not one complaint came out about that decision from any of the competitors!

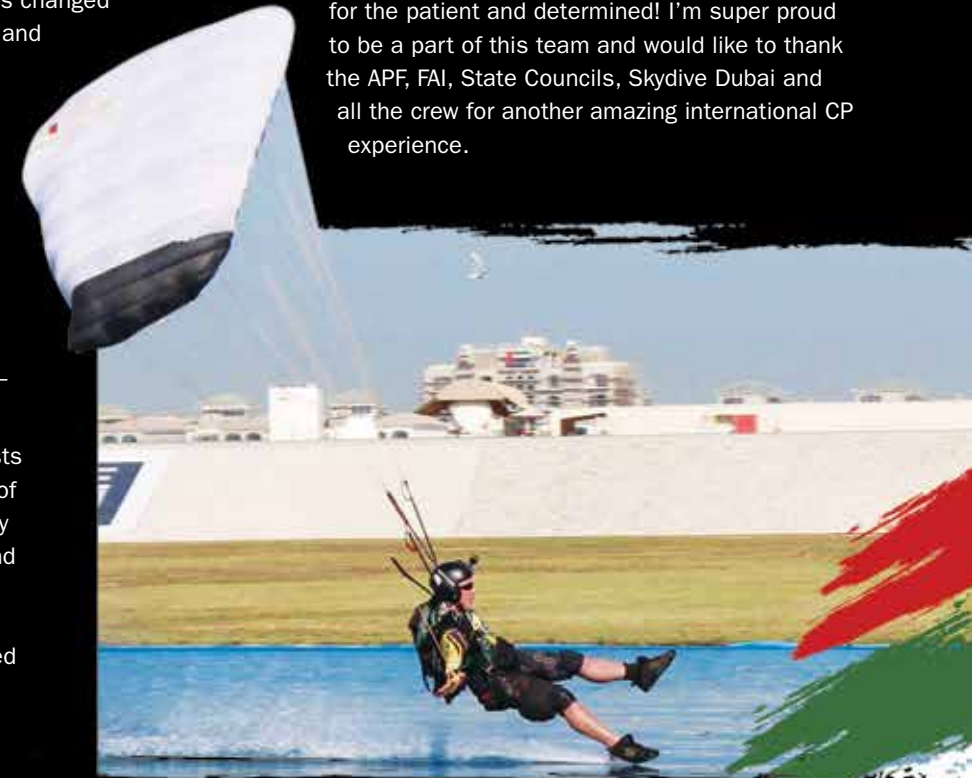
The training camp was very productive and the mantra being "Arrive home safe and well". The team chipped away at some of the finer nuances of Canopy Piloting and progressed bit by bit each day. Steady progression is the key and using the training camp to set themselves up for an effortless – mostly – competition.

Many of the team achieved new personal bests in competition and many scored their dream of nine rounds even if a couple of Zone Accuracy scores were more spectacular than others and possibly a day early for the Freestyle comp, ahhh the Aussie crowd pleasers! After the competition had finished the pond was cleared of all course markers and two rounds of

Freestyle were done with some spectacular optimism from some of the competitors!

The less said about the party night and next morning the better, but a top tip is maybe not to have flights that leave at silly o'clock the morning after party night!

All in all, Aussie CP is of an excellent standard in the world and constantly moving forward. Not one Aussie team member was on a canopy that they weren't ready for or doing a turn that they weren't ready for (compared to some). It goes to show that this is a discipline for the patient and determined! I'm super proud to be a part of this team and would like to thank the APF, FAI, State Councils, Skydive Dubai and all the crew for another amazing international CP experience.





Charly RUSCONI

The 9th FAI World Cup of Canopy Piloting is now done and dusted! Wahoo, who would have thought the frog in the pond would make it there? Such an honour to be representing Australia in Dubai! I have had such an amazing time training, learning and having fun. I would like to thank everyone involved, skydive Dubai and staff, the FAI, all the competitors for being so awesome and my team mates! Special thanks to our super coach "Mummy" Perry who had to deal with eight kids and to the APF and SQPC for supporting us in doing what we love. It wouldn't be possible without you guys, you are doing an AMAZING job!



Although I am a bit disappointed with myself ranking wise, I am stocked to be back with some personal records on that old JVX of mine (109.5m in Distance, 84 pts in ZA and 85 pts in Freestyle). This competition was my very first international one and it made me hungrier to make the CP team again next year and go to Poland. I know what I have got to work on. It's a learning process that never ends. I love this sport so much!

Hope to see a lot of you guys at the Australian CP Nationals at York. Fly safe and blue skies!

Jimmy BAKER

It was an awesome experience. I'm really super glad that some of us were able to get there early for more training jumps, they were invaluable as comp drew closer and loads became harder to get on. I was a bit disappointed with where I ended up overall, my bounce off the pond in the second Distance round dropped me 25 places, but it was great fun regardless. Big thanks to the APF, Ronnie Perry, the WAPC, RPCS, NZ Aerosports, Ronwah, Bella Perry Canopy School and rear risers for all the help and support in making everything happen. Also, absolutely no thanks at all to Charly Rusconi for so many reasons it would take far too long to list. See everyone at Nationals!



Matt GIDDINGS

Found out later than most that I had a spot on the CP Team going to Dubai. I took it as a massive opportunity and have just had one of the most epic experiences of my life. It has been awesome to get to meet and share the skies with some of the best Swoopers in the world and really looking forward to doing all this again soon. Thanks APF, NQPC, RPCS and everyone else who has helped me along the way. Cheers!



Selwyn JOHNSON

Wow, what a championship! So many new world records, so many new personal bests, and an awesome venue.

Great to catch up with old friends, and made many new ones.

Personally for me it was awesome to be able to compete again and remember how much fun it is. I am really proud of how the Australian team performed and behaved. I look forward to the next competition and hope that we will get many new faces come and have fun with us.



Ryan DUDDERIDGE

The 9th FAI World Cup of Canopy piloting was my first international CP comp. I arrived at Skydive Dubai about ten days before the comp started to begin some pretty intense training, completing 41 training jumps with the help of Ronnie Perry filming, coaching and of course his signature commentary of our



landings. I had a really great time during the comp achieving my goals of nine scores and to have fun. I placed 37th overall and achieved First out of the Aussies. I really enjoy competing and look forward to more of it, achieving bigger and better scores. Bring on The Aussie CP Nationals and the Swoop Assault Freestyle Nationals next year. Finally, I would like to give a massive thanks to my sponsors NZ Aerosports, Manufactory Apparel, L & B Altimeters, Gatorz Eyewear, the Australian Parachute Federation and RP Canopy school. I wouldn't be able to do any of this without all of you. THANKS!!!





Ronnie PERRY

MANAGER/COACH

Always a pleasure to be a part of the CP team and this years team was new, keen and fresh, mostly:) The sprawling modern day metropolis of Dubai was the setting for a well organised and smooth running competition with mostly favourable conditions.

Very pleased with the teams efforts especially with their well thought out training camp which made competition much easier for them – collect the data and trust your training camp!

Australian CP has turned a new corner with a larger pool of experienced pilots who are able to represent the country on the world stage and to do a good, solid, stylish job of it, really did enjoy watching this team run hard and have fun doing it!

Big thanks to Skydive Dubai, FAI, APF, The NQPC and all the other State Councils who helped to get their athletes to the World Cup.



Ray WORRALL

First time to Dubai as part of the CP Team. It's taken over 4 years to have this experience and what an experience it was! My goal was to score 9 rounds and I achieved that:) I learnt a lot more about what Canopy Piloting actually is at the world level.



Had a great time meeting competitors from other countries and their varying styles of flying. Looking forward to the next competition.

Thanks to APF, NQPC and Tom for the Brabus rides.



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Australian Wingsuit Team:
Chris Byrnes, Luke Rogers, James McKew
Australian Judge: Neil Fergie

By Chris Byrnes
Photo credit: Skydive Fyrosity

THE SECOND FAI WINGSUIT WORLD CUP WAS HELD AT A NEW DROP ZONE, APPROXIMATELY A 45-MINUTE DRIVE NORTH-EAST FROM LAS VEGAS. AFTER A SUCCESSFUL FIRST FAI WORLD CUP AT NETHERAVON, ENGLAND IN MAY 2015 AND THE FIRST FAI WORLD CHAMPIONSHIPS AT Z-HILLS, FLORIDA IN NOVEMBER 2016, SKYDIVE FYROSITY HAD BIG SHOES TO FILL. A RELATIVELY NEW DROP ZONE STILL IN ITS FIRST YEAR, SKYDIVE FYROSITY IS RUN BY SAMMY VASILEV AND HIS WIFE IVA WHO ALSO RUN SKYDIVE TV.



Being ready to host an FAI world-level event within a drop zone's first year of operation is no easy task, and the success of the event speaks volumes of the hard work put in by Sammy and all the staff at Skydive Fyrosity. Without the hard work of everyone behind the scenes, from the FAI, Judges, Staff and each country's National Aero Club there would not be a competition. As competitors, we wish to thank all those who contributed, especially the Australian Parachute Federation and the South Queensland Parachute Council, in particular Rob Libeau and Leanne Critchley. Without their support we would not be representing Australia.

him to test wingsuit a suit specifically for World Cup. In the competition, he used the 'J Nite' from TonySuits.

The road to the Wingsuit World Cup started at the 2017 Australian Skydiving Nationals held in March at York. At the Nationals, the wingsuit performance podium was made up of Luke Rogers finishing in 1st, Chris Byrnes 2nd, and James McKew 3rd. It was these pilots who were chosen to represent Australia at the Wingsuit World Cup. Representing Australia is an honour and a commitment that we take seriously. From the Nationals, we were all training with our focus on the World Cup. We ramped up our training in the last few months before the competition with all of us obtaining updated versions of the latest racing wingsuits and taking the time to train on our new suits before the competition.

Luke Rogers, being sponsored by Squirrel, did his training before the competition at Skydive Spaceland, Houston. Both Luke and James were flying the 'CR+' from Squirrel. James' suit was a little different with logo's promoting the Invictus Games, which will be held in Sydney in 2018. James is an ambassador for the Invictus Games which is a Paralympic style sports event for military veterans. The event aims to showcase the healing power of sport. It was awesome to see James representing Australia professionally and also raising awareness for a good cause at the same time. James was training at Skydive Perris, California in the lead up to the competition.

Leading up to the competition, Chris Byrnes was training for a month straight at Skydive City, Zephyrhills, Florida. With Chris being a TonySuits sponsored athlete, having the TonySuits factory beside the drop zone at Z-Hills allowed

Through representing Australia in skydiving, we often are competing overseas. We also utilise the high lift capacity drop zones and the facilities of our sponsors in the U.S.A. when training directly before competition. However, Australia is our home and is still where we perform the majority of our skydiving and training. It is exciting to see the growth of the wind tunnel in Australia and its ability to be used as a training tool to aid in competition. Recently, Scott Patterson in conjunction with Tayne Farrant and



farming town of Overton on the other, and with the runway in the middle. From the air, there were also mountains to be seen and, in the distance, Lake Mead held back by the famous Hoover Dam. The "Valley of Fire" was nearby and the prevailing wind direction during the competition had us exiting over its brightly coloured rocks and flying three or four miles back to the airport.

November 2nd finished with a flag jump into the opening ceremony, with each country invited to jump their National Flag. Chris Byrnes proudly flew the Aussie flag during the jump with the U.S.A. flag landing last to the sound of the U.S.A. national anthem. We then entered the hangar for the opening ceremony followed by food and drinks sponsored by the USPA.

The wingsuit acrobatic competition took precedence with six teams from around the world competing. Each acrobatic team consists of three wingsuit pilots. Two performing manoeuvres and one as the camera person. They do six jumps total consisting of three 'free' rounds and three compulsory rounds. The compulsory rounds saw precision flying with the pilots holding hands and then performing pre-determined acrobatics such as barrel rolls and front flips with hand-hold grips in between each move. The competitors

are scored on the number of grips and moves they perform as well as their style of flying and the creativity of the camera person. The free rounds saw the competitors free to choose their own moves. Their routines were mind blowing with some never before seen acrobatic moves. The Russian team Sky Republic were outstanding and their moves even bordered on magic seeing them shoot to an early lead. The rest of the Acrobatic competition saw a tight battle for the podium between the Russians and the two U.S.A. teams, Wicked Wingsuits and Flatspin. It came down to the last jump with Wicked Wingsuits maintaining a narrow margin to become World Cup Champions.

The first few days of wingsuit performance competition were slow with one jump each day for two days while the Acrobatic competition took precedence. The first jump was a Distance run with the performance competitors aiming to fly as far as possible across the ground through the competition window of 3,000m to 2,000m. Chris Byrnes and Luke Rogers both did great Distance runs; both breaking the previous Oceanic Record of 4.25km set by Chris at the 2016 World Championships at Z-Hills. Luke came out on top though with a new FAI Oceanic Continental Distance Record of 4.654km.

Unfortunately, James along with two other competitors were scored a zero for their first round's score due to a lane violation. To allow for a safe competition, the jump run is crosswind offset three to four miles upwind of the drop zone, with the competitors flying in lanes back to the drop zone. James crossed another competitor's designated flight path, and with the rules applied as they are written, scored a zero for that round. There was no safety issue as he did not cross actual flight paths with any other competitors and navigated back to the drop zone safely from 4.5 miles away. Despite our best

efforts, the judges' decision was upheld. James handled the situation professionally and fought hard for the rest of the competition, breaking his Speed personal best in the process. He finished 33rd out of 38 competitors from eleven nations.

Chris also had a tough start to the competition when making a mistake on the second jump, which was a Speed round. This put him in 18th place after the first two jumps, but he fought back well and made it into the top ten finishing 9th overall. Chris and Luke both broke the previous Oceanic Speed Record of 300.5km/h set by Steve Holden in Netheravon, England in 2015 on the first Speed task. The aim of the Speed task is the highest average horizontal speed across the ground through the competition window. Chris finished fastest and set a new FAI Oceanic Continental Speed Record of 314.6km/h.

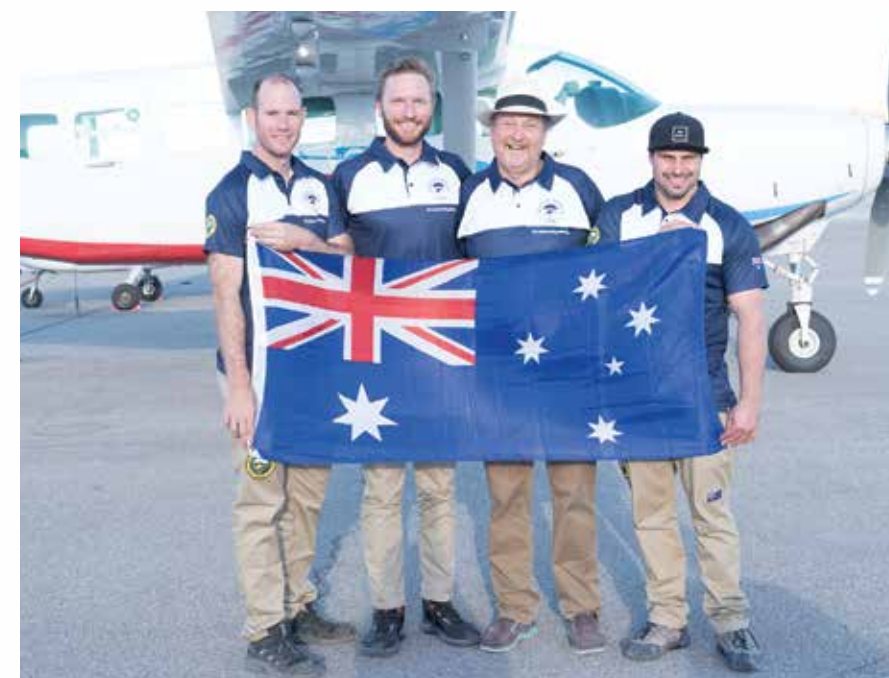
Luke showed his experience and professionalism through the event consistently posting good results. He overtook Espen Fadnes from Norway, the defending World Cup Champion on the last jump to finish in 5th place overall and the top Australian Competitor.

The Wingsuit Performance podium was a tight battle for Silver and Bronze between the U.S.A. competitors Alexey Galda, Travis Mickle and Kristian Szczepitko. Their positions regularly swapped on the leaderboard between each round. Alexey finished with the Silver, and Travis with Bronze and also the highest placed TonySuits competitor. Kristian was close behind in 4th. The Gold was never in doubt though as the World Champion and U.S.A. National Champion Chris Geiler aced the competition.

Neil Fergie, an extremely experienced wingsuit pilot himself, also attended the Wingsuit World Cup. He was doing an FAI Wingsuit Judge course and passed with flying colours. We are now lucky to have two Australian

FAI Wingsuit Judges in Neil and Sheena Simmonds. This is a very important part of the sport as there would be no competition without judges. We wish to thank Neil for his commitment and also for his camaraderie and support during the competition.

The World Cup was overall very successful. With wingsuiting only in its 3rd year of FAI competition, it is nice to see the competition growing and ironing out issues to make each event run smoother than the last. We now look forward to the Wingsuit World Championships, which will be held in 2018 in the Czech Republic.





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By Jonn Connolly

INTRODUCING THE CRAB CLAW ISLAND MICRO BOOGIE! EASILY A TOP CONTENDER FOR BEST WEEKEND OF THE YEAR, THIS TWO-DAY EVENT HELD OVER NOVEMBER 18-19 2017 WAS THE PERFECT WAY TO SAY "THANKS FOR THE AWESOME YEAR" TO ALL OF THE HARD-WORKING VOLUNTEERS AND INSTRUCTORS AT DARWIN PARACHUTE CLUB (SKYDIVE TERRITORY).

We coined the phrase "Micro Boogie" to capture the essence of the weekend – two days focused on fun, running flat out with loads, all coordinated around the tide window at Crab Claw Island Resort, Bynoe Harbour, in the Northern Territory. The beach at the resort completely disappears on a high tide; in the Top End of the NT our tide changes can be from 0.2m to 8.0m over a 6-hour period! In fact, from the moment the idea was floated and the tide window confirmed by Justin Fraser, both himself and our display organiser Trevor Collins (TC) had to move quickly to secure permits and equipment which they did exceptionally well to get this off the ground in limited time, great work lads!

The resort provided us with a state-of-the-art air-conditioned function room-come-packing area, which we were all grateful for during this hot and sweaty build-up weather... except maybe our pilot Ben Miller who toughed it out on

the runway between loads, cheers mate! Thankfully the weather held and we were treated with towering puffy white tropical clouds and no (...minimal) rain, allowing us to make the most of the limited time available on the beach landing area (which required minimum D Certification with Display General endorsement).

Four hundred metres behind the resort was the bush runway, which was kept in very good condition for the size of the resort's operation. Due to the length of the runway, some weight restrictions had to be enforced on our trusty jump ship VH-SIR; the Cessna 206 was downgraded by one passenger to ensure there would be no close calls with the surrounding bush! This meant we were launching 4-Way groups all weekend, keeping it nice and personal amongst good mates, and also giving us a slightly quicker climb rate to keep the loads turning and the fun pumping.





There were freefly groups, tracking, angles, horny gorillas, sit trains, hybrids and hop'n'pops, with an awesome canopy skills demonstration for all of the resort's holiday-makers and fishing expeditions to see! There was even a resident peacock living there, which appeared to spur on our club's own peacock Cam Faust to turn it on for the beach goers! The beach was lined with wind blades on one side (supplied by our D.Z.'s BFF's - Mee Loft and Aerodyne), and fishing rods on the other side; a great spectacle for all. Oh yeah... in case you have forgotten; our beaches are home to 4m+ salt water crocodiles, with some of the NT river systems having the highest populations in the world, not to mention the killer jellyfish! So even though we were donned with personal floatation devices and a rescue boat was on hand, there were a couple of very good reasons to stay clear of the water... some call us crazy, but this is what we live for!

There were some varying winds over each day as familiar afternoon storms brewed on the horizon. This made for some fast and tricky landings; forcing some longer than usual, which to our amusement ended up in a mud bath for our favourite El' Prez' Josh McKindley. Yes, it's not all white sand and happiness when the tide goes out, especially when he was decked out in his brand new Deem suit, flying his brand new Crossfire3 and rocking Doodz' brand new container; did someone say BEER?!

We concluded each day with a beer swoop and afterwards were treated with amazing hospitality from the resort's

kitchen and bar, serving up massive feeds and keeping the frothies flowing (How's those chicken parmi's Sammy and Cam?). Our Ground Crew was fronted by Jim Vella who managed to keep the rescue boat in the water during tide changes and even found time to set some crab pots over the day, pulling in a big muddy on Saturday evening (which provided essential sustenance for Justin when he made a camp fire and cooked it up for a midnight snack!).

This really was a fun-filled weekend, which could only have been beaten if everyone had a couple more days off for more lobs and a bit of fishing. Alas, it was not the case which meant packing up the plane on Sunday arvo and saying our goodbyes. A few of us did stay an extra night, reliving the good times as we put together a couple of day tapes to capture the occasion and embarked on a classic DPC mystery tour.

Thanks to John and all the crew from Crab Claw Island Resort for the best display landing area! Thanks to TC and Justin for their efforts getting this off the ground (ha!), Terry King for managing the Display operation, Jim Vella for his superb outback wizardry and ground crewing, Ben Miller for getting us to altitude, and to all the skydivers who came for a jump!

We've already had interest from interstate jumpers keen to join in on our crazy adventures; if you'd like to come up for a weekend like this then drop us an email skydive@skydiveterritory.com.au or hit us up on our Facebook page. YAHOO!



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Jay Moledzki poses for Norman's cameras during the "60 Cycles" event at Go Jump Oceanside. Photo by Norman Kent.

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MEDALS of the ORDER OF AUSTRALIA

By Kelly Brennan

DOUBLE DELIGHT ON AUSTRALIA DAY...

CONGRATULATIONS TO TWO APF STALWARTS WHO WERE RECOGNISED IN THE AUSTRALIA DAY HONOURS LIST!

JOHANNES 'JO' CHITTY OAM AND GRAEME WINDSOR OAM WERE EACH AWARDED WITH A MEDAL OF THE ORDER OF AUSTRALIA, FOR 'SERVICE TO PARACHUTING'.

IT'S BEEN 37 YEARS SINCE CLAUDE GILLARD OAM RECEIVED HIS GONG, SO IT'S ABOUT TIME WE HAD MORE OF OUR HARDEST WORKING MEMBERS ADD SOME GOLD BLING TO THEIR JACKETS.

WITH 104 YEARS OF SKYDIVING KNOWLEDGE AND EXPERIENCE BETWEEN THEM, JO AND GRAEME ARE WORTHY RECIPIENTS.

THE ORDER OF AUSTRALIA IS THE PRE-EMINENT HONOUR FOR AUSSIES WHO DEMONSTRATE OUTSTANDING SERVICE OR EXCEPTIONAL ACHIEVEMENT.



The last issue of ASM ran an article on Graeme Windsor's incredible achievements, including his recent induction into the International Skydiving Hall of Fame. This time, we're celebrating the other freshly announced OAM, who has also earned great respect among his international peers.

Johannes 'Jo' Chitty OAM

JO CHITTY DOESN'T GET TO ENJOY APPLAUSE ON THE COMPETITION PODIUM, BUT HIS COMMITMENT TO SKYDIVING SAFETY IS SECOND TO NONE. HE HAS DEDICATED 50+ YEARS TO IMPROVING EQUIPMENT, UNDERSTANDING INCIDENTS, RAISING SAFETY STANDARDS AND EDUCATING SKYDIVERS.



Eleven days after his 17th birthday in 1964, the young Dutch immigrant did his first skydive, a Static Line exit with Commando Skydivers at Pakenham in Victoria. Ironically, he never jumped again, but Jo went on to become one of Australia's best-known equipment experts.

Nearly 54 years after that jump, Jo was stunned to learn he'd been recognised in the Australia Day Honours List. "It was a wonderful surprise," he said. "I almost got teary, thinking 'Oh, someone has noticed'."

Our sport is full of high achievers and technical experts, yet Jo's contributions still stand out. He has held important volunteer roles with the APF and VTTC, devoting incredible amounts of time to quietly making equipment safer and helping to find answers for grieving relatives.

Jo received the APF Service Award in 2010 in recognition of his roles in equipment development and safety education. His knowledge has saved lives. He has voluntarily been involved in investigations into at least 20 parachuting fatalities and countless malfunctions or other serious incidents. Jo's technical expertise and wealth of knowledge has been sought out by police, courts and military experts.

Plus, he helped out with the APF's 'Cutaway' video, working hard to create realistic malfunctions and cursing when the canopies wanted to keep on opening!



"I

"I just enjoy being around skydivers! They are a great bunch of people and exciting to be with," he said.

Jo has written, reviewed or assisted with many of our equipment-related documents during the Federation's history. His thorough approach and eye for detail has helped us build an important relationship with aviation authorities.

In the sixties and seventies, he designed, manufactured and/or modified the round parachutes used by our earliest skydivers. Since then, he has maintained encyclopaedic knowledge of ever-

changing equipment, and can spot potential dangers before they arise. He compiled a report on the Argus AAD which led to a ban by the APF and other international regulators. *"There is little doubt the ban subsequently saved many parachutists' lives around the world,"* said the APF Chairman, Grahame Hill.

Jo currently has a rigging workshop, Skywerx, in Melbourne and he has a day job with Aerochutes as well. His expertise has led to many other types of specialised projects, like surf rescue equipment, firefighter rescue harnesses and disability support equipment. He still enjoys getting into the nitty gritty of technical detail, understanding how equipment evolved to what we're jumping today.

But there might be one difference next time he makes his annual overseas trip to the Parachute Industry Association symposium. *"I'll be able to put OAM after my name and I might get a flight upgrade!"*



"I regularly seek technical parachute rigging advice and find Jo extremely knowledgeable in this field."

Richard McCooey, APF Safety and Training Manager

"Jo is one of the great guys to be around, and also the kind of knowledge carrier, where you realise while talking to him, that he has got so much experience in just about everything." **Regina Veltmann**, Cypres



In early 1964, 16-year-old Jo Chitty got chatting to some young blokes and found himself in a car on the way to Pakenham to watch parachute landings. He soon became a regular fixture at Commando Skydivers, lurking onto ferry flights, learning to pack and doing practise landing rolls while he saved his five quid for his first jump course. "I had six months of landing roll practice, but I still mucked it up on the jump," he laughed.

Jo's first and only jump was in August 1964, 11 days after his 17th birthday. Not surprisingly for those who've known Jo over the decades, his clearest memories of the jump were quite technical. He felt the break ties of his static line system as each of them popped and he realised he'd better start his exit count. When his canopy opened, he did a 360-degree turn, looking out over the horizon for the target cross. He saw the bay and the hills and the city but no cross. Then, at about 400 feet, he heard the voice of his Target Assistant yelling at him from directly underneath. Jo pumped the right toggle and his canopy started swinging a little dramatically for landing. He pulled his feet up and made an untidy arrival!

Jumping wasn't for him, but Jo soon moved into the club and became its equipment officer, paying his rent by packing rigs. This experience led to work packing cargo canopies for the Vietnam War, and then to a range of other businesses and equipment roles.



"Jo Chitty's involvement in our investigations has been invaluable."

Acting Sgt King Taylor, (Vic) Coroners Assistant

"Very little has happened involving parachuting in this country without Jo's touch being felt in some way."

Nigel Brennan, Colleague



WANT TO NOMINATE SOMEBODY FOR THE AUSTRALIAN HONOURS LIST?

Anyone can nominate a member of the community for an award in the Order of Australia. Details are all available via the Governor-General's website.

"While endeavour may have been sustained over many years, in essence, membership of the Order of Australia is not an award for long service but for outstanding service." www.gg.gov.au

They are looking for:

- demonstrated achievement at a high level
- a contribution over and above what might be reasonably expected through paid employment, or
- a voluntary contribution to the community which stands out from other volunteers.

It's a thorough and ultra-confidential process which takes 18 months to two years.

For appropriate nominations, the APF Office or Awards Committee may be able to help you.

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DIAMOND ANNIVERSARY

THE NEXT FEW MONTHS WILL MARK SIXTY YEARS SINCE SPORT SKYDIVING BEGAN IN AUSTRALIA. THERE MIGHT BE SOME DEBATE ABOUT THE ACTUAL DATE FOR OUR DIAMOND ANNIVERSARY, OR WHERE IT ALL BEGAN. BUT THERE IS TOTAL CLARITY ON THE FACT THAT WE HAVE PLENTY TO CELEBRATE!



By Kelly Brennan

The first sport jumps were made in Victoria at a rural airfield in July 1958. Those pioneers, plus others who were soon active around Australia, started something unstoppable. Their efforts began the evolution of the sport that we know today.

SPACE AGE SPORT...

We tend to think of the 1950s as a conservative era, but there were pockets of wannabe skydivers around the country, itching to take part in a 'space age' sport. Many of them were military men who enjoyed their jumps in specialist units and wanted to do it for fun as well. There were also adventurous young types who'd seen display jumps and were keen to give it a go. After all, it was getting pretty 'safe' by then and 'modern' equipment was available. Half a century had passed since aerial stunt performers had pulled crowds with breathtaking leaps from hot air balloons. Air show displays had faded out when WWII came along but were making a bit of a comeback. Surely there could be a way to jump for fun, not just to save their lives, serve military needs, or amuse crowds?

There was a sense of adventure and innovation in the skies. Qantas began a round-the-world service between

Australia and London. Russia's launch of 'Sputnik' had sparked a space race, with America's 'Explorer 1' satellite launched a few months later.

Other countries were already embracing the post-war enthusiasm for civilian parachute jumps. A forerunner to the USPA had been founded in 1946, with about 100 members. New Zealanders formed a club and started jumping in 1954. The Irish Parachute Club was founded in 1955.

There was also a false start for Australian skydiving in 1955. Two of the Kiwis came across to spread the word and the Newcastle Parachute Club (Take 1) was born. Three of its members jumped successfully at a Coffs Harbour air show. But, at another jump day soon afterwards, one of them had a fatal landing accident and the club folded.

DIAMOND ANNIVERSARY



1958

By 1958, Melbourne and Sydney had the earliest television stations, but other capitals were still waiting. Jonny O'Keefe recorded his first hit, 'Wild One', and Robert Menzies was midway through his second term as Prime Minister.

In the middle of that year, civilian parachuting clubs and training schools were formed in Melbourne, Sydney and Brisbane.

They were considered to be the starting point of our sport, because development was continuous from this point onwards. These clubs were focused on student training and growth, and they were run by strong characters who knew how to market their efforts.

VICTORIA...

Victorians got in the sky first, but only by 27 days.

The men who usually get the credit for starting skydiving training were a pair of tradies, Keith Bulleid and Graeme Grigg, who'd each done only 8 military static line jumps when they signed up as trainee instructors. However, we shouldn't forget the woman who made it happen for them. Gertrude McKenzie was a feisty pilot who had the letters MOBA – My Own Bloody Aeroplane – painted on the side

of her plane. She launched the parachute division of the McKenzie Flying School, which operated at Berwick Airport for just over a year, run by Bulleid and Grigg, with a Tiger Moth and an Auster.

On the 6th July 1958, Pilot Officer Jack McDonald did three opening jumps for the school at Berwick, on the south-eastern outskirts of Melbourne. These were his 9th, 10th and 11th descents. He used a 28-foot circular main chute and carried a 24-foot chest-mounted reserve.

65 people showed interest in McKenzie's parachute school and four keen students paid their 30 pounds each to sign up. (That was around twice the basic weekly wage.) Bulleid and Grigg did their own first freefalls in August and despatched the club's first students in September.

Bulleid and Grigg went on to start their own organisation, the Victorian Parachute School, which operated at Pakenham and was later rebirthed as the Victorian Parachute Club. The School had only one parachute in those early days, and Claude Gillard was one of the young jumpers who would arrive before first light to be high on the list for a turn with the rig.

NEW SOUTH WALES...

At the same time as 'Mac' was starting her parachute division in Melbourne, a former RAF parachute instructor, John Crook, was setting up a club in Sydney. There was a training day at Bankstown in late July, and then the first descents were made at Camden Airport on Saturday 2nd of August, 1958.

It got off to a poor start when Crook vanished and left a trail of unpaid debts. Thankfully, one of his RAAF men, Bob Milligan stepped up, ensuring training and jumps for those who'd paid.

BRISBANE...

The Queensland Parachute Club was formed in the same month as the other two. But they were forced to endure a long wait before jumping.

Squadron Leader Jack Milne was the CI, with 150 display jumps before the war and then extensive military experience in training and maintenance. By the time this club started, war injuries had put a halt to his personal parachuting career.

Like so many frustrated jumpers today, the pioneering Queenslanders were kept waiting for their gear to arrive from America. They didn't get their first jumps done until early in 1959.

OTHER STATES...

The South Australian School of Parachuting was formed in mid-1961 but they too had to wait for suitable aircraft and equipment. In the meantime, a Victorian group visited and did a high altitude jump from 23,800 feet. The South Australian crew finally recorded their own first jumps in November 1961 at Aldinga.

In June 1962, there were two clubs starting out in WA. Some members of the SAS did display jumps in Perth to promote the new Western Australian Parachute Club. The Kalgoorlie Skydivers club flew a Cessna 182 across to South Australia for their first couple of jumps. A fortnight later, two South Aussies rode a goods train over the Nullarbor to Kalgoorlie and did the club's first jumps at home.

A long way north, an Italian immigrant who'd been a paratrooper and POW, was busy promoting the launch of the NT Parachute School. Sergio Cattonar had been training students in his Darwin home and kicked off operations in July 1962 with a leap near Humpty Doo. His second jump that day was a bit more interesting, with a reserve chute out and a tree landing 500 yards from the target.



FURTHER READING:

- Spirit - A Golden History of Commando Skydivers* (by Kelly Brennan)
- Falling for a Sport - 50 Years of South Australian Skydiving* (by Steve Swann)
- Also <http://skydivinghistory.blogspot.com/>
- Northern Territory's Parachuting history since 1891* (by Christine Collins)
- APF website: A Draft History of Parachuting in Australia Up to The Foundation of Sport Parachuting In 1958* (by Frank Mines)
- Claude Gillard's website: http://labertoucheskydivers.com*
- Oral History of Australian Sport Parachuting* (by Donna Berthelsen and Narelle Hall)
- Ripcord Australia* (by W. W. Johnson)
- Falling Free* (by Cathy Williamson)

DIAMOND ANNIVERSARY

AND THE REST WAS HISTORY...

Those early years were a heady mix of adventure and hard lessons as Australia's earliest skydivers notched up many firsts. Up to 17 fatalities were reported in the sport's first decade while the pioneers persisted with equipment development and safety rules.

There was also the growth of competition. Tamworth, NSW, hosted an Inter Dominion Championships in 1959, and New Zealand defeated Australia. Our first 'National Parachute Jumping Championships' were hosted by Bulleid and Grigg at Pakenham, Victoria, in June 1960.

The Australian Parachute Federation was also formed in 1960, and it was redeveloped a couple of years later with State Councils as well. More clubs popped up around the country, like the Newcastle Sport Parachute Club (1960) and Commando Skydivers (1961), which are still operating today. Australia's first baton pass was claimed by Andy Keech and Laurie Trotter in 1961, edging the sport closer to FS relative work as we now know it.

Keith Bulleid attended a 30th anniversary jump at Berwick in 1988 and he was blown away by how big the sport became. Remember the flying school boss who started it all? Gertrude McKenzie didn't get to see the sport evolve because she died from breast cancer in 1960.

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When we first started parachuting it wasn't a matter of just breaking new ground in a sport. Everyone truly believed it was only a matter of time before being killed. But the sensation was good, and half the thrill was wondering if you could survive one more, then one more again." *Warren Hutchings, 1958 Skydiver*

"Bill Sparke and I, together with two others, Bill Gulley and Noel McGloyn, formed the first batch of raw recruits, and I mean raw, to be trained. It was out on the step, ready, go! And go we went, tumbling, rolling, counting and hoping that what we had been told and taught would prove correct." *Charlie Stewart, former APF President and first VPS student to jump*

VICTORIAN PARACHUTE SCHOOL
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The Victorian Parachute School was formed in July, 1959, by two former Paratroopers, Keith Bulleid and Graeme Grigg, both of whom are qualified Army parachutists and civilian parachute instructors.

Since forming the School, some 20 people have been taught to free fall and sky-dive, and during their instruction they have taught three woman parachutists, including one of their wives.

A total of 10 jumps is necessary to qualify for the coveted parachutist's "Wings," and after that a parachutist can concentrate on sky-diving, which is the free fall, when the parachutist performs certain figures in flight, such as turns, glides and figure-eights, before opening his parachute.

With the modern nylon parachutes and sky-diving equipment, one never hears of the old fear — a parachute not opening, and badly-opened 'chutes are fast becoming a thing of the past.

The aim of the School is to train parachutists to the standard of overseas competition, which is pretty keen, and to do so parachuting has become more than just "jumping from an aeroplane and pulling the ripcord."

Competition jumping now is a precision exit from the a/craft — a stable free drop for a set number of seconds, during which time certain manoeuvres are performed and then a precision landing on or near a spot.

The stable drop position is with the body facing in the direction of the front of the a/craft, face to earth, back arched, arms and legs spread wide. This position builds up a cushion of air under the parachutist and enables him to maintain what is called a slow drop, which is still near 120 m.p.h., but is a most comfortable way of dropping.

Parachuting, however, is a safe sport: in fact it is far safer than driving a car, and our accident rate is practically nil. To the public it may seem spectacular and risky, but statistics prove that it is the safe sport that we claim.

We of the School hope that you enjoy our display, and look forward to meeting you all again.

Till then . . . "Happy landings."

KEITH BULLEID
 GRAEME GRIGG

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THE EXPERIENCE OF A LIFETIME

USA

By Laurence Garceau 'LG'

Photos by David Wybenga, courtesy of USPA

NATIONALS

TRACK OFF. WAVE. PITCH. LOOK UP. GOOD CANOPY. OPEN VISOR AND TAKE A BREATH. MY HEART IS PUMPING. MY BRAIN STRUGGLING TO COMPREHEND. WAS THAT ME? DID THAT JUST HAPPEN? LOOK AROUND FOR ANY TRAFFIC AND WHAT DO I SEE? FIVE SMALL GREEN FLYING MACHINES: I'M SHARING THE SKY WITH THE ARIZONA AIRSPEED TEAM! I'VE JUST COMPLETED ROUND 1 OF MY FIRST US NATIONALS. IN A TEAM WITH MARK KIRKBY!! THE TEAR IN MY EYE IS THE UNMISTAKABLE SIGN THAT I'VE JUST TOUCHED MY DREAM.

BUT WAIT, HOW DID I GET THERE?

Picture a normal day in July, I've just returned from the Perris Powerplay, my high spirits are starting to sink as real life catches up with me. The phone rings, it's Mark Kirkby. As in, Mr Arizona Airspeed, six times World Champion Mark Kirkby? The man himself. Right. Maybe it's a joke, or maybe something awful has happened. No, for real, there he is on the line telling me that one of the 4-Way teams he's play/coaching in has hit trouble, one of the members has fallen very ill and won't be able to make the next training camp. The slot is Point, I'm Point, would I like to go over for a meet & greet camp, with a view towards US Nationals if it works out? Would I... what??? Oh, let me think about it, I say, trying desperately to stay calm holding the phone with one hand, while I type 'Search flights to Phoenix' with the other.

And so it began, the journey of a lifetime.

CAMP 1

Here we are, 20 July 2017, I'm about to board the flight from Sydney to LAX, and an email comes through from Mark saying he'd like to meet at the tunnel at 11:30am and to call when I get in. I arrive in the US Friday morning, in LA, have a connection to Phoenix, Arizona, and I will then drive a rental car to Eloy. So, we're meeting on Saturday, surely. It's kind of weird, because he said we'd

start early as it's stinking hot. Hmm, a strange feeling creeps in as I quickly ask for clarification on the day. The cabin crew gives me the evil eye and I have to turn my phone off. Who's going to sleep well now, huh?

And so it was that I turned up to the Eloy tunnel, memories from 2007 and my first Airspeed camp flooding back, straight off the multiple modes of transportation that got me across the world, no time for a shower – apparently it would have been a waste as I would be sweating again in no time. Mark greets me, quick hi to Matt Hunt and Tracy Bohm (Tail and Outside Centre, respectively, we've never met before), and we're on the creepers. One hour of tunnel time later, I have no idea which planet I am on and can't produce a coherent sentence but I wasn't hired for my literary skills, so it kind of goes under the radar.

Next day we're up at the crack of dawn, more tunnel, ten jumps, back-to-backs in series of fours and sixes, whatever works, sharing the aircraft with the new Airspeed line-up who are also training at their home drop zone. Another two days of a similar regime, interspersed with drinks, dinner and laughter, lots of laughter – lucky me, I love these guys! The last day arrives quite quickly, we gather up at Niklas Hemlin's place where I've been staying. I walk in with a bottle of wine, interrupt some giggling and watch Tracy and Mark elbow each other "you tell her", "no, you tell her", etc. It's been decided, I'm in!!! I survived skydiving boot camp, had a ball throughout it all, and now I have a 4-Way team for US Nationals. YAY!

CAMPS 2, 3 AND... THAT'S IT?

Another 4-day camp in Eloy in August, two weeks back home, then back to the States for a few more days training in Elsinore and straight to the competition in Perris.

The draw is on September 24th and 4-Way FS starts on September 25th. We've done 60 jumps together. I am not nervous, not at aaaaalllll....



NIGHT BEFORE COMPETITION

Meet at 7 pm for the draw, at 8pm we are done prepping seven rounds. No mucking around here. On return to the hotel room, I allow myself a small glass of wine, whilst I re-read all my notes from cover to cover, visualise and walk jumps 7, 6, 5... down to 1. I am under firm instruction not to prep all night, with one of my favourite tips: "if you wake up at 2am in a panic, go back to sleep".

COMPETITION DAY 1

It's so nice to be at Perris, my second home drop zone. I know a lot of people, I'm familiar with the landing area, and good old Smokey the cat is there, coming for a pat when I call him. I can do this.

The scale blows me away: there are 73 teams registered for the 4-Way event! Fifteen Open, 21 Advanced (same draw as Open but medal separately) and 37 Intermediate teams. Unreal. We are Arizona Alpha, we have a multiple world champion in our team so have entered the Open category, as a Guest team due to my Aussie nationality. It's only slightly intimidating when new and previous Airspeed line ups, SDC Rhythm XP, the Golden Knights, not to mention Hayabusa (also Guests at this comp) belong to that category.

There are aircraft seemingly everywhere. Four loading areas at the South end of the drop zone, four Twin Otters ready to pump teams through at record speed. This is just for the competition. The North end is still functioning as a 'normal' drop zone.

I quickly wrote my thoughts down after each round, so here they are, un-edited:

- Round 1 was magic (I've told you about that already, first paragraph).
- Round 2 gave us a little fright on the close of the 21 but all good after that.
- Round 3 impressions: OMG that was awwwwfull!!! Levels everywhere, bust(s). Sick feeling in stomach.
- Round 4: I never ever ever want to do a front piece 12 again!!! Rest was nice.
- Round 5: ah, now that feels a lot better.
- Round 6: memory jump, bit worried about 2 build and spin with the Kirkby power in there. He said I made his day so I suppose it was ok.
- Almost time for Round 7 and it's only 3:05 pm!!
- Round 7 was a horror show on 15s so feeling quite down now, not to mention exhausted. It's only 5 pm...

COMPETITION DAY 2

I can't believe there are only three rounds to go. My Giddy Up! t-shirt from a previous 4-Way team and attitude are on.

- Round 8: got through the three blocker. Possible fast one coming up, not thinking about it too much. Highlight: looking back in the plane and here's Kirk Verner.
- Round 9: tracked off feeling goooooo.

If I could turn back time, I'd delete the two busts from Round 10, and all the other ones too! We finished with a decent

13.8 average, 14th out of 15th in the Open class. Or should we think 14th out of 73 teams? Either way, it was the best.

And just like that, in a little over a day and a half, 73 teams had completed ten rounds of 4-Way. Never seen anything like it.

THE VIBE

Incredible, amazing, thought-provoking, inspiring, you name it, it was all there.

What an absolute treat to spend a week observing, absorbing and talking to champions. I stayed all week even though my discipline was finished, because there is so much to learn and, to be honest, it's far easier to soak it all in when you don't have skin in the game. Being an Aussie when selection for the World Meet in Australia was taking place came in handy for introductions... Dinner with the Hayabusa legends didn't suck either :-)

The highest highlight was to witness the sportsmanship: Niklas Hemlin from Arizona Airspeed thanking the SDC Rhythm XP team for "scaring him to death" before each round (in case they did better); the top 8-Way teams watching each other's jumps judged live, together, congratulating the team that won the round, handshakes and high fives and "nice ones".

Heat, sweat, dust, friendships, victories, medal presentations, "We are the Champions" being sung by so many athletes at the top of their game, just wow.

PARTING COMMENTS

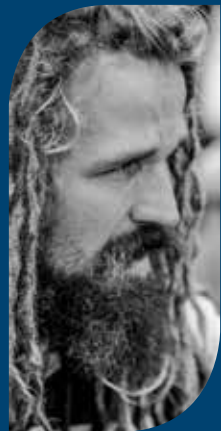
Mark Kirkby is one of the best 4-Way competitors of all time, not to mention a brilliant coach. He has certainly become a huge favourite of mine: his take-no-prisoners training style, coupled with a wicked sense of humour and some of the best sayings I've ever heard (you'll need to provide wine for those), are only topped off by his genuine ability to allow people to be who they are. I wasn't just coached by him, I competed in a team with him. How can I ever explain what that was like?

I also thank my other two teammates, Tracy and Matt, for adopting me and laughing with (or at?) me, and making this experience so much fun.

If you asked me "Was it worth it?" I'd say more than words could ever do it justice; "Would I do it again?" In a heartbeat.

This year, my focus is on Australia and I'm so fortunate to be part of two top-notch all-women teams (A and AAA). My US team experience has, without a doubt, facilitated some of that, and I can only encourage you all to do it, take the chance, sign up and never look back.





FOR THE PEOPLE READING THESE LINES AND DON'T KNOW MY STORY. I'M 28 YEARS OLD AND STARTED SKYDIVING IN MY EARLY TWENTIES. I FELL IN LOVE WITH THE SPORT INSTANTLY. IT GAVE ME EVERYTHING I COULD HAVE WISHED FOR BUT TOOK A LOT FROM ME AFTER A MID-AIR COLLISION IN 2014 AT FUNNY FARM. I SUSTAINED A SPINAL CORD INJURY LEAVING ME A QUADRIPLÉGIC. FROM LIVING MY DREAM LIFE, JUMPING FOR A LIVING, BEING AT MY PHYSICAL PEAK AND SUPER ACTIVE TO BEING LAID UP IN A HOSPITAL BED IN AN INDUCED COMA FOR NINE DAYS. UPON WAKING, I WAS NOT SURE IF I'D BE

ALIVE IN A WEEK'S TIME. I WAS NOT ABLE TO MOVE ANYTHING BELOW MY CHEST, NOR MY HANDS. I RELIED ON HELP FOR THE MOST BASIC TASKS IN MY EVERYDAY LIFE. IT WAS A NIGHTMARE COME TRUE AND QUITE A SHOCK. CERTAINLY NOT THE LIFE I HAD ENVISIONED MYSELF LEADING AT THE AGE OF 25.

WHEELS TO THE SKY



By Jonas Lütke Photos by Adrian Levi

As John Lennon once said, "Life is what's happening while you are busy making other plans". Looking back at the adventures and experiences I was lucky enough to have and share with others since I left Germany in 2008, and leading up to my accident, I'd do the same all over again; except maybe not that particular jump on that particular day. Either way, there wasn't much I could do about the situation at hand. Facing a life living with paralysis, one of the first thoughts that came to my mind was, as long as I will get back up amongst the clouds again, I'll be fine. If I end up using wheels to get around at least I will rig up a wing to them somehow. I made myself a promise and set myself the goal to be flying again by the time I turned 30.

For the next three years, I had to get used to living a life with my new body, and to get to know it's capabilities and limitations. Try to regain as much function as possible. Strengthening it, making the right choices, and making sure I could get 100% out of a 20% functioning body.

It has been a tough road at times for sure, but I was and still am very lucky to have a strong network of supporters pushing me towards my goals. The skydive community as a whole has been nothing short of amazing. I really can't put into words all the gratitude and love towards my better half, Maree. My family on the other half of the globe, and all

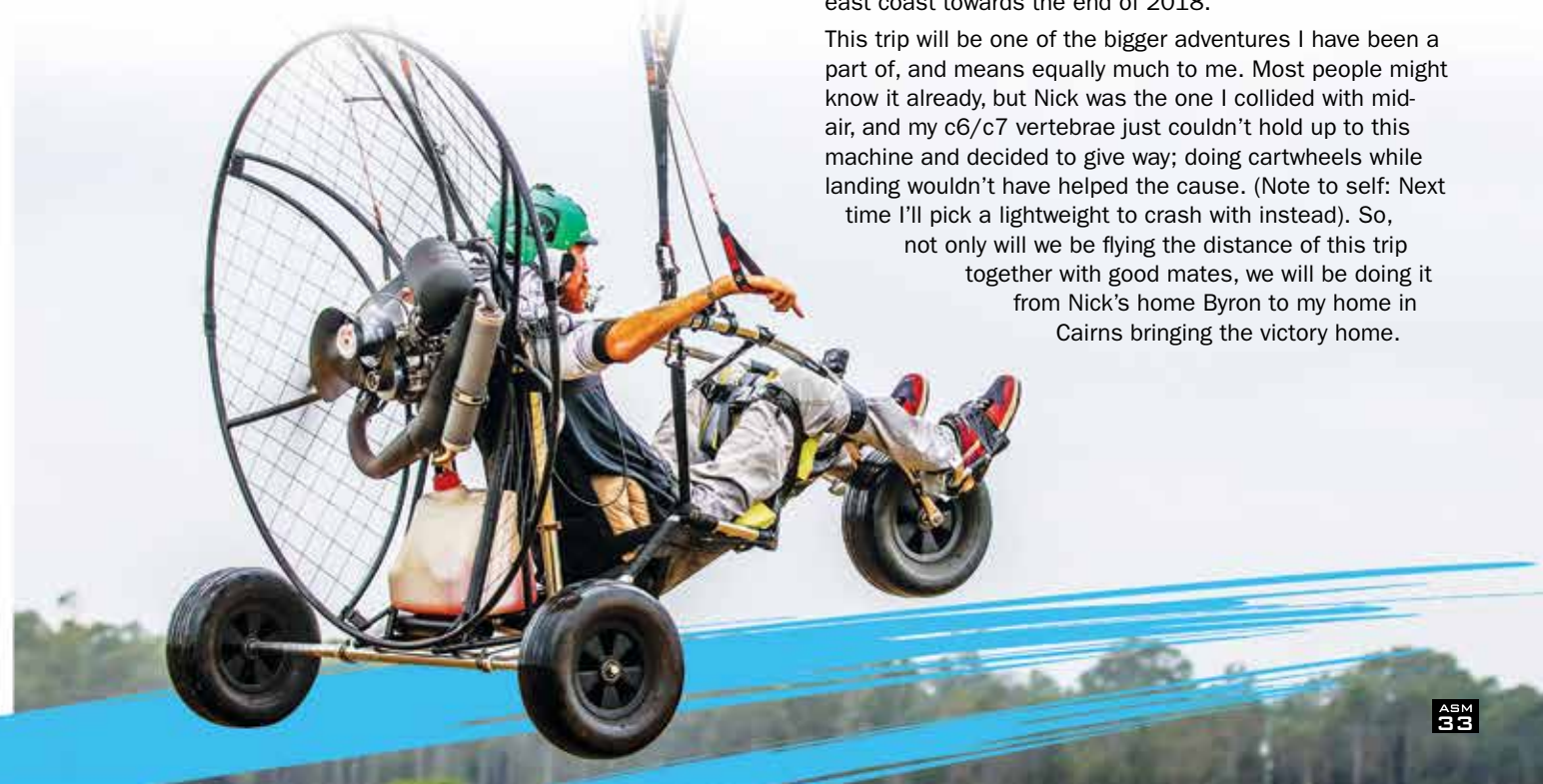
my friends from wide and far. Without all of you, I surely wouldn't have been able to achieve the things I have done in the last three and a half years. So, from the bottom of my heart, thank you very much for all the nice words of support, encouragement, donations, and just being a part of my journey.

A very important part in any recovery and readjustment is having dreams and setting achievable goals towards the bigger picture you have for your life. In 2017, I set out to become the first quadriplegic to swim the eight kilometres open water ocean swim from Magnetic Island to Townsville. Looking back at it, I'm not sure what drove me to do this, because I was 300m into the swim and I thought, I would much rather lay in bed with a warm cup of tea instead of floating in 22-degree cold water, dodging sharks and crocodiles trying to double backstroke eight kilometres.

At this point I figured trying to get a quadriplegic back into a support boat would be as much effort as just swimming the remaining 7.7km. After 4:04hrs and about nine or ten kilometres of swimming, my head hit the beach on the mainland in Townsville, thanks to my mate and support paddler, navigator, and all-around legend Rob Morrissey.

Again, this wouldn't have been possible without a strong team behind me. While working towards finishing the project "Quadriplegic swims 8km in open water" we came up with a new idea, and the project "wheels to the sky" was born. Suddenly our mission was upgraded. The goal was not only getting me back into the sky and among the clouds with my mates. Now, we are planning a full-scale adventure cross country PPG (Powered Paragliding) trip, 1,700km with seven mates (Nick Pierce, Shea Convery, Rob Morrissey, Matthew Fox, Bob Bauer and myself) up the east coast towards the end of 2018.

This trip will be one of the bigger adventures I have been a part of, and means equally much to me. Most people might know it already, but Nick was the one I collided with mid-air, and my c6/c7 vertebrae just couldn't hold up to this machine and decided to give way; doing cartwheels while landing wouldn't have helped the cause. (Note to self: Next time I'll pick a lightweight to crash with instead). So, not only will we be flying the distance of this trip together with good mates, we will be doing it from Nick's home Byron to my home in Cairns bringing the victory home.



WHEELS TO THE SKY



In the process, we are trying to raise awareness and funds for spinal cord research in collaboration with the Perry Cross Foundation and the helicopter rescue service LifeLine. Additionally, to inspire others to keep charging at life no matter what, we will be producing a documentary about my life changing accident and the road of recovery and adjustment, mateship, and finally to victory conquering the sky again.

At the beginning of last October, I set out towards Gatton to catch up with Matthew Fox and the clan from Tribal Flight who were willing to give my idea of flying a wheel-based powered paraglider a go.

Well the rest is history. I ended up staying down there for nearly three weeks, achieving more than 20 hours of flying, and regained my wheel-based PPG endorsement. I was able to do my first flight with Rob and Nick, which was nothing short of epic. Once I took off the ground it was like coming home, and again, I can't really put it into words other than it felt right. I even had a chance to give the wind tunnel a

good try at iFLY Gold Coast flying with my old mates, and got to meet a few rad new ones First part of project Wheels to the sky was definitely a full success and we are ready for part two.

If you want to support our project and be part of it, keep your eyes on the FB group Wheelstothesky. There will also be a raffle coming up soon with some great prizes to win, or get your hands on one of my limited edition fine art calendars for 2018 (available through Vicki Allen, Wollongong, Kellie Morrissey, Gold Coast, or just give me a shout)

Last but not least, thank you to my past sponsors iFLY Australia for letting us raffle off tunnel time. Tribal Flight for growing my wings again, LVN Lifestyle for the fresh threads and general support.

I definitely got my froth on and am looking forward to seeing what 2018 has in store for us.

One Love and best regards.





3-POINT 219-WAY WORLD RECORD

By Ben Nordkamp Photos from above by Andrej Veselov and below by Willy Boeykens www.vigil.aero

WELL I WAS ASKED TO WRITE ABOUT MY PARTICIPATION IN THE RECENT WORLD RECORDS THAT WERE COMPLETED AT ELOY, ARIZONA, USA. MY PARTICIPATION DIDN'T JUST START THERE, IT STARTED BACK IN 2008 WHEN I ATTENDED MY FIRST P3 BIG-WAY CAMP, BACK THEN WITH THE PLAN OF TRYING AND BE ON THE 500-WAY WORLD RECORD ATTEMPT THAT WAS BEING ORGANISED AT THE TIME. WELL THE 500-WAY NEVER DID HAPPEN BUT THAT DIDN'T STOP MY PERSONAL PLAN TO PARTICIPATE IN AS MANY BIG-WAYS AS I COULD. SO I DID, MANY TIMES JUST POPPING OVER TO THE STATES FOR THE WEEKEND! THIS WAS TO CONSERVE AS MUCH ANNUAL LEAVE AS I COULD.

Nearly a decade and quite some frequent flyer points later, the time finally arrived when I thought I was ready to apply and be part of the next attempt to go for a 3-point 227-Way. I filled out the application and sent it off in November 2016. It was a long wait but eventually an email arrived in March 2017 saying I was accepted. So plans and excitement were set alight to get ready for this extreme attempt at a 3-pointer which had eluded them a couple of years earlier.

Fast forward to Day One and we were called up for our first dirt dive. In the sky, 224 people went straight to their slots and built it, can you believe that?! Patrick Passe's job was to call each Sector if completed, and all called "Yes, Complete". That was incredible and felt fantastic to be part of.

We then broke into smaller groups to practice the Base builds and the Sectors did the same.

We eventually got around to going for a 2-point jump. The number of the group went up and down a bit, and the pressure started building. After a few attempts we finally got it with 219 people doing a great jump.

Next was the elusive 3-pointer. We were so close to getting it a few times but no go. Numbers were going up and down, and a lot of us didn't really know how many were part of it. The pressure was mounting and at the end of the last day we were unsuccessful. Very disappointing! Then the organisers put it out there and asked who was keen to stay, pay for two more jumps and go for it again the next morning. There was an outstanding call for "YES, let's do it!"

So the next morning is history now - the last day, the last jump, in extra time, the new World Record was created, Yahoo!



64-WAY NIGHT WORLD RECORD

Photo by Andrey Veselov

WHAT AN EPIC EVENT THIS WAS!

Last year I was sitting at the bar after a great P3 Big-Way camp and was chatting to Tony Bourke who mentioned the Night Big-Way Record Attempts that were going to be held after the 3-point Sequential Record Attempts. I thought mmmm, maybe I could get in on this while I am there. So after some frantic emails between the organiser and my manager at work, I got the okay and approval to participate on the Night Record.

So with the Sequential record done and dusted it was time to do the same again but at night! What was I thinking?!

Day One. The Base and a few extras were asked to go jump to sort out the Diamond linked dive exit as this was not a great exit for us as we had only got it once. The plan was to do three successful jumps during the day, then one at twilight and then one at night. Nothing was successful on this day.

Day Two allowed us to get three more day time jumps in and now the Base was free-building a 5-Way Star instead. At the end of the day a few clouds started to roll in over the Drop Zone and the decision was made to go up and have a crack at the twilight jump. This turned out to be a terrible decision because we were called down before reaching 16,000ft. The later night jump was also cancelled due to the cloud that had migrated over the Drop Zone. Frustrating.

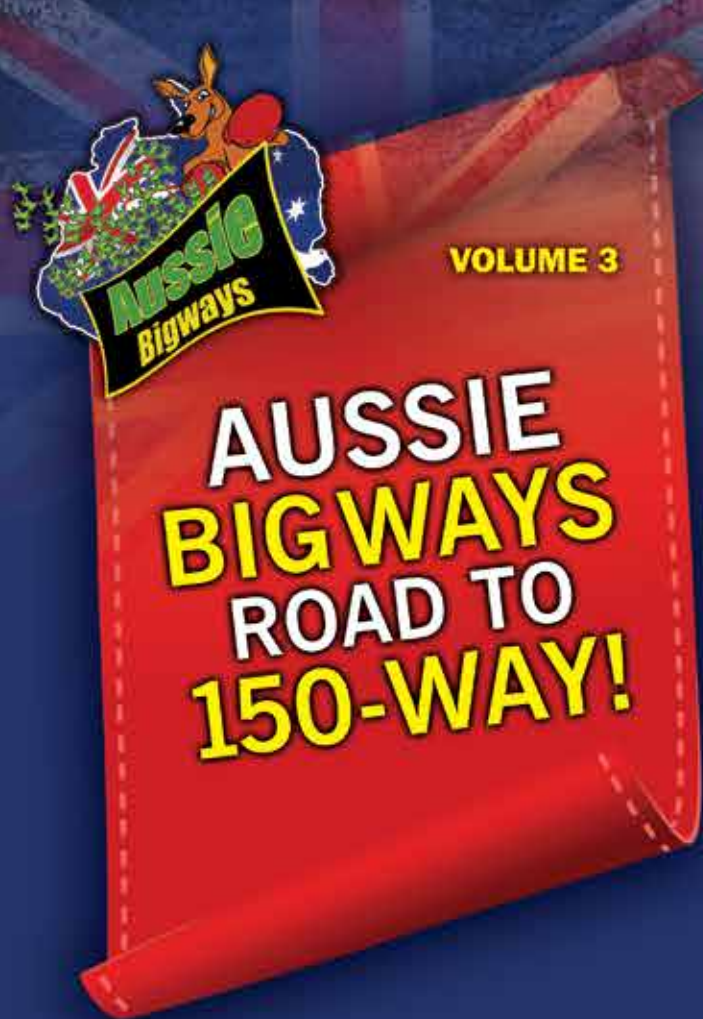
Day Three. There were now four day jumps and two night jumps planned due to missing the previous night's attempt. The day jumps went well, then we took off for our first night record attempt of the evening. It was a strange feeling after we landed because the vibe was that we felt we got it, but because it was dark no-one really knew! So we all packed and waited for the news. The video was run and it looked good from where we were all standing. Eventually the judges emerged and announced there was a new 1-point Night 64-Way World Record, we got it!

The decision was then made to call it a night, and leave the Night Sequential Record attempt to another time.

To let you all know how the landings worked - we were given a heading direction that we were all to follow after opening, then look down to the ground and look which way the pickup vehicles were facing and this was the way we were to land. Minor corrections were made as we got closer to avoid trees and holes which were easily recognisable in the moon light from above.

All in all it was a great trip which I would definitely do again.





Captains Call



Hi everyone and welcome to Volume 3 of our "Aussiebigways" page.

Welcome to 2018 and I hope everyone had a great Christmas and New Year with family and friends, and had lots of fun!

In late November and early December Aussie Big Ways held our "Premier Event for 2017" event at Moruya then at York with Doug Forth - and what an amazing couple of weeks it was.

I attended both Moruya and York as a Coach and it was just fantastic to see the enthusiasm, the discipline and the Bigway progression achieved throughout both camps by so many of the participants. The event was just as successful as our Premier Event for 2016 with Dan BC at Nagambie and it is simply an awesome testament to those planning, co-ordinating, running, coaching or attending the events... really, really well done!

At Moruya, with 86 participants attending, we set a new Australian Sequential Record of a 3-point 32-way which was successfully achieved on three separate jumps on the same day giving 52 people a record to claim as their own. The first of these record jumps was an "all Australian" affair which resulted in that group setting the new Oceania Sequential Record of a 3-point 32-way as well.

Then at York with a group of 43 participants attending, whom on average were generally a lesser experienced Big-way group, we set a State Record of a 2-point 17-way - twice on the same day, so 34 participants held that record, then one of the 17-way groups went up on their last jump and set a new Sate Record of a 3-point 17-way jump... cool!

Lastly to cap off a great four days of jumping at York, on the last jump of the day we had a completed 30-way which was a perfect way to end the Camp!

It was a magic way to end another big year for Aussie Bigways. I have met and jumped with a whole new generation of awesome young jumpers at Moruya and York - both groups who can skydive their butts off, and I am already looking forward to our main event for 2018 at Toogoolawah at the end of September with Larry Henderson... bring it on!!

A big thanks of course to the massive APF and Fi Fund support to this event, and to Ferg's and the Judging Team.

Our Aussie Bigway activities will slow down somewhat until after the APF Nationals and then we will ramp up events leading to Toog's late September with Larry Henderson where we hope to have three aircraft and larger formation loads and potentially 45-way sequential jumps from 18,000ft.

During 2018 we will also continue to raise the performance bar incrementally for participants as we move closer to May 2019.

Now - if you have yet to register your interest in [potentially] attending our Event in May 2019 at Perris Valley, California, U.S.A. with me please do so by sending me an e-mail at gregorykjack@gmail.com ASAP!

Lastly, I would like to publically acknowledge all of the enormous [and totally voluntary] hard work of our State Mentors, DZ representatives, helpers and supporters - in particular Tracey Basman our National Events Co-ordinator. Without these people's efforts our events would be far less spectacular and much more expensive!

See you on a DZ somewhere soon, jump safe.

Blue Ones,

Greg Jack

Aussie Bigways Captain

National Perspective



There is a hive of activity as teams are busy forming and preparing for Nationals across the four new divisions of 4-way. Most teams are entering two divisions, such as AA and Blast. There is excitement as Craig Girard and Eliana Rodriguez from the USA, Golden Knights and Airspeed

World Champions many times over, are visiting Australia mid-February through to March to coach individuals and teams, and ground coaching during Nationals. What a treat for us all!

Eliana will be coaching teams from all divisions at an event at Skydive Oz, Moruya on 24/25 February. I hope teams avail themselves of this incredible opportunity to train under a World Champion. Thank you to the APF for sponsoring Craig and Eliana's visit and the NSWPC for sponsoring Eliana's Moruya event.

Our next Premier Bigway Camp and Sequential Record Event with Larry

Henderson is shaping up nicely. The dates are set for 29th Sept through to 5th October - 7 days at Skydive Ramblers, Toogoolawah. Slots are open to jumpers 'C' License and above, who are qualified and current to jump Bigways. Registration will open Friday 1st June 5pm. Slots will be on a first in, first served basis to those who qualify. Don't snooze, this is going to be a popular occasion.

As a bonus to our usual 7 day event, Aussie Bigways will be jumping a Bigway Formation over the Gold Coast on Saturday 6th October. We are planning a 30-50-way Demo jump. Qualifications for this Demo jump is an 'E' License, a General Display License and have qualified by demonstrating the skills required during Larry Henderson's 7 day event. More news to come about this Demo jump; it is something you won't want to miss. Add it into your travel plans!

After Nationals our focus will be preparing for our Premier Event with various Bigway camps around the country in the Intermediate and Advanced Oz categories. Keep abreast of our events by visiting our Website Calendar <http://www.aussiebigways.com>. It also has a wealth of information, news and resources, check it out!

I am one of those lucky ones in an AA and Blast team, who has availed themselves of coaching from Craig and Eliana then attending Nationals. Life is good! See you all at Nationals if not before.

Tracey Basman

National Events Coordinator and Mentor



Craig & Eliana. Photo by Juan Mayer

Skill Development



Be self-aware and learn faster

In any skydive, things don't always go the way we want them to.

It is far more comfortable to think that it was someone else's fault and our brain works behind the scenes to support us in this theory. Subconscious judgements, beliefs and

values all combine as personal protections to save us from the emotional trauma of thinking that we did not perform.

For some, it is easier to rush forward and take the blame before the cause of the problem is understood. By immediately admitting responsibility, failure is already accepted and things can only get better.

Both behaviours interfere with individual development potential as well as an effective coaching process.

Bigway debriefing protocols go some way to manage this situation by encouraging team members to wait until the video footage is reviewed with the coach. The 'why' of any situation can then be better understood.

The practice of 'not being a victim' then offers a clever technique to direct focus to what we can each do better ourselves, no matter what the cause of any situation turns out to be.

This technique supports research on how to develop greater self-awareness and enable learning. By asking 'what can I do to make this situation better the next time?' we are encouraged to think forward towards a solution and open the door to learning as opposed to the more negative reaction triggered when we get stuck in analysing 'why' something went wrong.

As an individual we will learn more if we apply these two debriefing techniques. As a coach, we can encourage people to apply them so that everyone benefits from better skydiving experiences.

Melissa Harvie

*Aussie Big-ways Consulting Coach,
Personal Flying Skills specialist*



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Expressions of
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**AUSSIE LARGE
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MAY 2019**

Email: gregorykjack@gmail.com

All Aussie Big-way events are sponsored by the APF and State Councils. Thank you for your support!

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Skill Development Camp – YORK, W.A.

Words by Joe Rummy Clarke Photos by Steve Fitchett and Spot Tonson

I'M IN MY SLOT, LOOKING TOWARDS THE BASE AND ACROSS TO MY OPPOSITE IN THE FORMATION, I SEE SUNSHINE, RAINBOWS AND GOOD TIMES. I FIND MYSELF WONDERING, WHERE IS THE OTHER PERSON IN THE FORMATION I'M DOCKING WITH AND ATTEMPT A FURTIVE GLANCE AWAY FROM THE BASE TO SEE WHERE THAT PERSON IS... SUDDENLY I SEE DOOM, GLOOM AND BAD TIMES... I LOST CONCENTRATION, I'M NOT FLYING A STRONG STABLE BODY POSITION ANYMORE, WHAT THE HELL HAPPENED?

We all start somewhere. That sense of curiosity when flying in large formations to work out if we've built the formation, what is taking the divers so long to get there, wondering who just flew into someone's burble and why they both went low... With experience we build strength, ability and knowledge and that was the common goal for many of the participants at the Aussie Bigways Doug Forth Camp at Skydive York in December 2017.

Experience of the participants ranged from between 50-100 jumps having just achieved a Star Crest rating, to thousands of jumps. It was an opportunity for the experienced jumpers to shine, lead by example and support the less experienced team members through their first Bigway event. As we progress towards the goal of a 150-Way Aussie Bigway Record in Perris, California events such as this are a vital tool in training, honing skills, building our experience and ultimately proving that as skydivers we are ready to set another record.

We commenced the event on Friday 1st December, with rego and check-in of the participants in the afternoon, a few beers over the bar, a welcome from Greg and Tracey and a chat from Doug so that everyone understood the plan for the camp.

Waking up on Saturday morning the air was full of anticipation as the jumps got underway. The day kicked off with three groups of 12 to 14-Ways with a focus flying in your slot, no contact and maintaining the fall rate of the formation. This gave the flyers the opportunity to practice flying still with stability. Slots in the formation stayed similar throughout the day giving an opportunity to consolidate and practice the skills required for the exit slot. As the day progressed each group showed discipline in flying to quadrants, intercepting their stadium and flying on radial. There were some really nice 2 and 3-point completions to cap off Day One. The friendly Beer Police were on hand at the end of the day to quench that hard-earned thirst and a hard-earned thirst needs a big cold beer and the best cold beer is Vic, Victoria Bitter... unless you're Doug and you gag on your first mouthful and grab something more posh, like a Little Creatures Pale Ale.

Day Two, time for a change up of groups, coaches and skills to develop. Today was all about floating and dive floating. A skill that you often don't practice when only using one plane. The base was diving out from the inside, challenging the floaters to fly up in their stadium and approach the formation. A new feature for the day was "strut-cam".



Strut-cam gave us a unique view of the exit and the entire dive line exiting. For most, it was particularly useful in coaching the technique of the late divers ensuring a solid launch off the left foot translating to good presentation making the dive to the formation more efficient. There isn't a camera in the world that a skydiver won't geek and this one was no exception. There were plenty of smiles and even a raised eyebrow or two, but style points go to Deb who almost fell off the plane in her attempt to geek the camera while climbing out to the rear float position. Good on ya Deb!

We always pray to the Weather Gods and when praying is not enough a sacrifice is needed. Day Three started with some average weather that kept us on the ground. The day was not completely lost. Weather days are the perfect opportunity for sharing knowledge through seminars and ground coaching sessions. Greg shared the Aussie Bigways journey with the group including the previous records achieved and our plan for getting to Perris in 2019. Peta gave us a judges perspective on another side of our sport and the opportunities out there for judges in Australia and Internationally. Later in the afternoon, Doug took the group through a session on tracking, giving everyone the

chance to practice body position on the ground. One of the most important skills in bigway flying is the ability to track efficiently away from the formation for deployment. Even the coaches got down and dirty practicing their tracking body position on the ground. The second plane arrived in the afternoon on Monday ready for formation loads on Tuesday, and on cue just before the end of the day, the skies opened and clouds broke up. There was just enough light to load both planes with the two groups and sneak in one jump for the day.

Our final day saw three West Australian Sequential State Records set and a completed 30-Way on the last jump – the largest formation jump for many of our participants at this event. As soon as the word "record" is mentioned, it changes the vibe and psyche of every individual. The pressure is on to perform. There were numerous discussions within the coaching team about whether the participants would be told that we were attempting state sequential records. In the end, it was decided that it would remain a secret until we successfully completed the jumps. Keep the focus of the camp on a no-fault learning approach. Group One achieved the 17-Way 2-point sequential jump on the first attempt with Doug breaking the news to the team in the debrief, much to the surprise

and satisfaction of all the participants. Proving that when you perform consistently as you have practiced the skills previously, a record jump is just another jump. Unfortunately, Group Two did not have a successful completion on their first attempt, but were so close.





Now the pressure was on. Group One completed a 17-Way 3-point sequential formation on the next jump with Group 2 completing the 17-Way 2-point sequential. Three new WA records and 34 new record holders! You can just taste the beer. The jumps were completed doing formation loads with two caravans.

With the great success of the first jumps of the day, the two groups merged as one attempting a 34-way formation. The progress of every individual on the camp gave the organisers confidence in building a completion, with fatigue setting in, the jumps were not successful completions. The final jump of the camp and sixth jump of the day on Tuesday was a 30-Way jump out of two planes. Every person on the load was focused on achieving our goal and with seconds to spare, the 30-Way was completed.

In the words of our much-loved local beer policeman, Darragh Flynn; "ladies and gentleman, may I have your undivided attention please...". The event was not without achievements and beer fines, with some of the highlights including:

- Steve Hogden – 2,000 jumps
- Kevin Dodd – 1,000 jumps
- Joe Rummy Clarke – 700 jumps
- Iris Golles – 100 jumps
- Multiple beer line infringements
- Largest completed formations
- First time in a formation load
- New WA sequential records

I apologise if I've missed anyone who was recognised during the event! Much love to you and make sure you ring the bell!

An event like this would not be possible without sponsors, our volunteers, coaches and local drop zone support. There was major financial assistance from the APF Fi Fund and State Councils including NSWPC, VTPC, WAPC, SACP, NQPC and SQPC.

A huge thank you goes to Leo and the team at Skydive York sponsoring coach and camera slots. Keeping us in the air were our pilots Riley, Pete and Sam. Keeping the planes turning all within weights and balances is the magnificent Adrian Weaver and Helen Potter in manifest, you guys are gems! Thanks to the packers and to Mark Sillifant for the timely Reserve pack overnight. Verity in the kitchen worked breakfast, lunch and dinner to feed the hungry mouths with delicious food, thank you. Thank you to our Skydiving Supplier Sponsors who donated prizes to the raffle and other items for the goodie bags, in no particular order:

- iFly Downunder
- Cookie Helmets
- Sunpath
- Cypres
- P3 Skydiving
- Manufactory
- Terminal Sports
- Performance Designs
- ParaGear
- Skydive York

Shout out to all of the local and interstate coaches: Greg Jack, Dave Loncasty, Red Ferguson, Shirley Cowcher, Joe Rummy Clarke and the main man Doug Forth for sharing his wisdom and knowledge with the coaches and all of the participants.

It is no mean feat to organise an event like this and without the commitment and dedication of Tracey Basman and the assistance of Shirley Cowcher on the ground in WA, the event would not have run as seamlessly as it did.

One final thank you goes to Red for bringing the printer that was more capable of being a paper weight than actually printing anything – good on ya mate, you tried.





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for all forms of flight

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Spacer foam on the backpad and inside leg pads for added comfort. In-set horizontal backstrap, hip ring and comfort pad results in unparalleled stabilization with maximum comfort.



Main rear covers - designed for maximum fitting power. The backpad is shaped and contoured to fit the shoulders and upper body and stay in place.



The V-Flex upper leg strap and "Multi-Flex" harness configurations with chest and hip rings allows for maximum comfort and flexibility. Reserve ripcord - standard or low profile.



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New Sequential Record - MORUYA

Words by Christian Peric; with contributions from Kelly Brennan and Tracey Basman Photos by Steve Fitchett & Spot Tonson

Aussie Bigways Premier Event

**DOUG FORTH SEQUENTIAL RECORD CAMP
MORUYA, NSW - 18TH TO 25TH NOVEMBER 2017**

ONCE AGAIN, THE AUSSIE BIGWAYS TEAM REWROTE THE AUSTRALIAN SKYDIVING RECORD BOOKS IN MORUYA NSW, AS WELL AS REWRITING AN OLD ADAGE: IT TURNS OUT THAT ALL GOOD THINGS COME IN THREE'S:

- 3-POINT 32-WAYS ACHIEVED,
- THREE GROUPS SUCCESSFULLY SETTING THE RECORD IN ONE DAY, AND ...
- THIRD TIME LUCKY WITH A FANTASTIC MARRIAGE PROPOSAL BY AL GRAY TO SANDY!

REGISTRATION DAY, SATURDAY NOVEMBER 18TH:

It was a hive of activity at check-in, when 90 Bigway Bellyflyers descended upon the beautiful Skydive Oz Drop Zone at Moruya. The whole process was brilliantly handled by Deb and Holly at reception, and thorough gear checks from Craig and Tony, which made us all officially registered and ready to go.

After a welcome dinner and brief catch up with old friends, the introductory speeches were held, with lots of attentive, familiar faces in the crowd from the Perris 2015 record, the Dan BC record camp in 2016 and the various recent Bigway training and skills events held throughout the country.

Tracey Basman did a great job outlining the bios of all the coaches, while Greg Jack gave his usual, fired up captain's speech to get the crowd pumped up. Doug Forth, as the final speaker, outlined the format for the week: three days training camp to learn and brush up on Bigway skills, a rest day in the middle and then three days to build a new 3-point 32-Way Sequential record.

The ultimate goal however was clearly stated at the beginning by the coaching team: build up the Bigway community's flying skills for the planned 150-Way record in Perris-California, in 2019. So this sequential record camp was the perfect training and proving ground, with the aim to get us skilled up in Bigway flying and hopefully get as many of us as possible on a sequential record group late in the week.

DAY ONE:

The team met at 8am sharp. Six groups of 14-Ways were posted on the wall, with a plan to do four jumps over the day for each group. The six coaches were Andrew Barker, Melissa Harvie, Greg Jack, Stretch, Alan 'Mossy' Moss and David Loncasty. Head coach, Doug Forth, was ground coaching for the day, although he jumped onto Greg's group for the last load of the day, so he could buy beer that night... nice one mate!

Weather was brilliant all day, warm, mostly sunny and light easterlies, making it an absolute joy to be with such a talented group of people in such a visually stunning





place. Floating from two aircraft was the order of the day, starting people off in their comfort zone, doing 14-Ways from two aircraft, seven skydivers per plane. Basic skills were honed and improved upon with every jump, such as good exits, identifying the base, getting there quickly on the radial, stopping in slot and only docking when permission was given with a key from the base, in fact, the grip being the last priority. Variety was king, as everyone had the opportunity to switch slots, from base to outside, and between trail and lead plane. Also right from the beginning, we got to practice tracking groups, a vital survival skill in Bigways. It gave all players a chance to see and gather the pictures, assemble vital visual and physical information, to help dial in the Bigway flying mentality.

DAY TWO:

The theme for the day was “diving”, from a single aircraft this time. Everyone was expected to get a turn at short and long dives. Groups ranged from twelve to fourteen, with the teams and coaches completely rearranged.

The clouds got in the way early in the day, so we were on hold for a couple of hours. Perfect opportunity for Doug Forth to give a very useful and timely seminar on ‘exits’. All manner of exit slots were covered from different types of aircraft and exit positions, such as floating and diving, and from side door aircraft and tailgate. It was very informative, given the plan of diving exits for the day, with good questions asked by the gathered crowd. With a little more waiting time for clouds to burn off, we finally got moving by late morning. Five jumps needed to be caught up on for the six groups. As it turned out, it was a fantastic day, with everyone getting their five jumps done by 6pm. Lots of beer line infringements due to stronger growing easterly winds from the coast ensured the beer fridge was more than chocker block full, much appreciated by the thirsty crowd after a long, hot day. We closed out with the good news that Tuesday would see us do 28-Ways from two aircraft, with a huge cheer from the crowd.

DAY THREE:

The whole team was a-buzz with the prospect of doing 28-Ways. A number of participants had not done anything bigger than sub 20-Ways before, so this was a fantastic way to expand their experience level while giving all others a taste of record fever to come. One of Melissa’s mantras for the day was “event focus”. While it was still a learning camp, we were asked to treat it like a record event, with focus on all the little things that give it the best chance of being a success, like focusing on the plan, minimising distractions, quiet reflection in the aircraft on the way to height, and so on. It was a fun and challenging day, putting all the learnings from the previous two days into practice, like good clean exits, approaches, stopping in slot, looking through the centre to match fall rate, and flying your slot quietly, with the grip being the last priority (all starts to sound quite familiar, right?). All teams had one, if not multiple, completions over the course of their five jumps. The coaching team had nothing but praise, and it was clear this team is ready to go to the next step.

The day closed out with various speeches and logistics for the next half of the camp. A raffle was drawn, with many thanks to our generous sponsors. Special mention to Momo, taking out not only fifteen minutes of iFLY tunnel time, but also the main prize for the evening, a P3 slot bigway camp at Perris.

The highlight of the evening, without a shadow of a doubt, goes to Al Gray and Sandy... who in front of the cheering crowd, got engaged, with Al in traditional fashion getting down on one knee, giving a lovely speech and presenting the bride-to-be with her shiny diamond engagement ring. There was a lot of love in the hangar that evening. Congratulations and well done you two, with all our love and best wishes from your Aussie Bigways family!

The following day was confirmed as the designated day off, a well-deserved rest for all participants.

DAY FOUR, REST DAY OFF:

The morning saw Doug hold a “Coach the Coach” seminar. This was an invitational seminar for Bigway coaches, Star Crest and formation load organisers. It was an informative and interactive sessions of Q&A about all things Bigway. It covered all aspects of skills around coaching Bigways. One of Doug’s main points to take away for all of us was this: “The biggest recommendation I have is to travel. For the coaches and the people here, I advise you to travel and be a sponge. Soak up all the knowledge you can from others who are doing this.”

DAY FIVE:

The first record day. Loads were planned from 18,000ft with oxygen. Participants were split into three loads. Load one and two were 32-Way groups, with load three being the back-up bench team of twenty flyers. The briefing in the morning from Doug made it clear, in that we should not treat it like a record, but just a normal day of fun skydiving, so as not to put undue pressure on ourselves. Load One, Greg Jack’s group, went up twice to do a 3-point 32-Way, only to be denied a record in each case due to a wrong grip being taken on the second point.

Load two team and the bench load kept going and keeping up pace, getting in practice and improving as they went along. However, poor weather stopped us in our tracks quite early, a storm rolling over the drop zone at lunchtime which did not subside. The day had to be called after only two jumps for all the groups were completed, with a view to start fresh even earlier on Friday morning.

DAY SIX:

The second record day. The drop zone was a-buzz early, as we had some jumping to catch up on. As on the previous morning, coaches briefed the groups and reminded everyone that there is no new information, that it’s just a skydive, and not let any thoughts of records get the better of us. The message from Doug Forth was simple, go out and enjoy your skydives, just do your job, no more, no less.





Load one, Greg Jack's team, was up for their first attempt of the day. This time, the jump went flawlessly, with almost ten seconds remaining after the third point was built before break off... wow, a fourth point would have been in easy reach. The formation flew so quietly and smoothly, it was a fantastic experience and a privilege to be in amongst it. The only thing now was to see what the judges had to say. It was not long before the interim result of a record, locally judged, was confirmed by our off site judges. A huge cheer erupted as the record was confirmed. A new 3-point 32-Way Australian sequential record had just been set. But the day was not over yet. As soon as the record was clear, the hunt was on to get as many of the load two team and the bench group through the record day, and achieve multiple records on the same day, reminiscent of our 2016 Bigway camp at Nagambie with Dan BC.

Eleven people were re-slotted from load two team into the load one team, and went up for their attempt. It too was a success, with the third point built with some five seconds to spare. It did not take long for the second record to be confirmed. Back-to-back records and the day was still young! As soon as that was in the bag, another six re-slots occurred, with participants from the bench team joining the throng. The jump went well but produced only two points in time. So a repeat jump was on the cards.

In the meantime, load two team and the bench team, with some members of load one team (confused yet?) went on to do their jumps in order to try and build records and in case of the bench team, do more training jumps. Alas, the weather once again did not play ball and we were forced into a hold for half a day, waiting for a storm to pass. We were kept busy and focused with a couple of seminars, one on canopy flying and safety by Paul Barker, and one by Kelly Brennan on APF funding for training and events, which were well received and appreciated by the participants.

Late in the day, the storm finally cleared and a reconfigured load two team went up for a jump. Unfortunately luck was not on their side, but it proved to be their best jump yet over the last couple of days. Last but not least, it was Greg's core group once again, by now renamed Load Nine, to go up for the last load of the day with a mix of people from all three teams. We desperately wanted to get another record. Despite clouds hanging around from the passing storm, we managed to go to height. The base came out great and the floaters and early divers were right onto it. The first point built nicely, and soon we rattled through the second and third. It was tight at the bottom of the skydive, with only a couple of seconds to spare before break off.

But everyone was sure, it felt like another record, that is how smooth and quiet the last point flew. You can imagine the cheers and jubiliations at the final video debrief and close out, as the record was confirmed and a fantastic day's jumping drew to a close. Phew... pressure off!

Not to be outdone that evening by all the record cheers, Jules McConnel was there, singing a "Happy 10th Anniversary" song to Poo Smith and his team for their drop zone 'birthday'. Based on the classic... "I still call Australia, or in this case, 'Moruya', ...home!" It was hilarious, with the crowd joining in where it counted. Over dinner, lots of beer and stories were shared, we closed out the day knowing we achieved once again what we set out to do, and while not all out of our team were lucky enough to get the record, more than half did, a great achievement to be proud of.

DAY SEVEN:

Now that the record setting was done, it was a day of pure fun jumps, with the groups completely mixed up so everyone got a chance to do jumps with team members of a variety of skill and experience levels. The order of the day was formation loads of 28-Ways from 15,000ft. It was a consolidation of all the week's training, once again an opportunity to hone skills and discover new opportunities for improvement. After four loads per group, it was time to call it an official close to the camp, although Dave Loncasty managed to combine one more formation load from the remaining jumpers still keen for one more leap. It capped off a great day and indeed a great week of Bigway jumping.

Many speeches were held and a final raffle was drawn, with Momo once again taking out massive prizes like tunnel time and a half price Icarus canopy. Man, did he have the luck of the draw this week or what!? After a scrumptious roast dinner, it was time to say good-bye to the event and hello to party night, **tight and bright 2**. And as they say... "what happens at tight and bright, stays at tight and bright!"

The Aussie Bigways premier event for 2017 drew to a successful close, with 52 event participants achieving a new Australian sequential record of a 3-point 32-Way. All this with a perfect safety record, after a total of about 2,400 jumps, not a single chop nor injury, awesome tracking and safe canopy flying... to all, a 'well done'!

Onwards and upwards we go, with the next premier event announced at Skydive Ramblers in Toogoolawah-Qld, from Sept. 29th to Oct. 5th 2018, led by Larry Henderson.

Stay tuned for more info on this and other events via the Aussie Bigways calendar and our website, and speak to your local state mentors and coaches for any bigway training events coming to a DZ near you.

Finally, a special thank you to all our sponsors and volunteer helpers.

There was major financial assistance from the APF Fi-Fund and the State Councils: NSWPC, VTPC, WASPC, SAPC, NQPC & SQPC, as outlined during the welcoming address and event close out speeches. Without your generous support, this event would not have been a reality and we thank you so much for supporting the Aussie Bigways Team.

Thank you to Poo Smith and the Skydive Oz Staff for hosting our event and sponsoring our Coaching Team slots.

Thank you to our Skydiving Supplier sponsors, who gave generously to our raffle. In turn, thank you to all participants and drop zone visitors who purchased raffle tickets, so we could raise the funds necessary for other event costs not covered by the APF and Councils, such as plane ferry costs, oxygen, etc:

- iFLY Downunder – your continual support in tunnel giveaways is amazing!
- Cookie Helmets – thank you for supporting our State Mentors and Voluntary workers along with the raffle helmet giveaways!
- NZ Aerosports – thank you for the 50% off a new canopy!
- Sunpath – thank you for our Team Head Socks and goodies!
- Cypres – thank you for the 50% off a new Cypres and Maintenance giveaway and goodies!
- P3 Skydiving – thank you for the free P3 Bigway Camp slot!
- Mee Loft – thank you for the solo Audible and semi stowless d-bag!
- Spirit Skysports & Newcastle Sport Parachute Club – thank you for the jumpsuit!
- Manufactory – thank you for the Coaches Yellow T-shirts
- SkydiveOz – thank you for providing 2 x 5 jump tickets to the raffle!
- Terminal Sports – thank you for the goodies!
- Square One – thank you for the Kiss Helmet!
- Performance Designs – thank you for the gift vouchers & goodies!
- Para Gear – thank you for the gift vouchers & goodies!

Thank you Doug Forth, for coming down under, coaching and jumping with us, much appreciated!

Many thanks to our volunteers, who gave their time selflessly to ensure the success of this event:

Greg Jack – Aussie Bigways Team Captain, Event Coach, Event Safety Officer, Raffle master, and so much more...

Local Coaches who invested time and money to be at the event to work with Doug Forth and coach the team:

- Andrew Barker • David Loncasty • Greg Jack • Alan Mossy Moss • Melissa Harvie • Stretch

Pete & Sam – Pilots flying our formation loads

Kiwi – DZ Ground Staff and Oxygen Management

Paul Smith – CI and Oxygen Management

Josh Leussink – Ground Logistics Manager and Social Media

Holly Atteridge – Event Check in, Seminar Co-ordinator and Judging assistant & admin

Deb Hobbs – Check in & Judge Assistance

Craig McNee & Tony Kaine – Gear Checks

Neil 'Fergs' Ferge & Offsite Judges – Judges for Sequential Record

Guy 'Bob' Taylor – Selling of Raffle Tickets

Kelly Brennan – WIAS and Funding Seminar

Kelly Brennan & Jason Lane – WIAS Movie production

Camera Crew:

- Spot Tonson – Lead cameraman • Steve Fitch
- Paul Barker • Anna Van Der Vlugt • Calder Chernoff

Packers – Eileen, Kim, Ida and Andy. We had the best packers in Australia, as mentioned, with no chops throughout the entire event!

Caterers – Rob Denny, Noel, Vera, Shelly and Wayne. Thank you for fuelling the Aussie Bigway Team throughout the 7 days!

Café – Thank you Sarah for the coffees and food throughout the event!

Last but not least, Tracey Basman: our Aussie Bigways Nationals Co-ordinator, for working tirelessly and being the glue holding this whole big team together... thank you!

Apologies to those who I may have missed.

Thank you all, Go Big and Blue Skies.

Record 1



Record 2



Record 3



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		1.3	1.1	1.1	0.9	2.0	2.0						
275	125												
255	115												
242	110												
220	100												
198	90												
176	80												
154	70												
132	60												
CANOPY SIZE		95	100	110	125	130	140	150	160	170	180	190	200

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		2.0	1.7	1.7	1.4	1.4	1.2	2.0	2.0	
275	125									
256	115									
242	110									
220	100									
198	90									
176	80									
154	70									
132	60									
CANOPY SIZE		70	85	95	125	135	145	155	165	175



ELLIOTT, Dale Ross
Passed away peacefully
on December 10, 2017.
Aged 41 years. Dearly loved
and loving husband of Erika.
Adored and very much
loved dad of Jayden.
Loved and remembered always.
Forever in our hearts.

The Advertiser on 13/12/2017

R.I.P Dale Elliott

AUSTRALIA'S FIRST SOLO PARAPLEGIC SKYDIVER

By Kelly Brennan

It was one of those truly unforgettable moments in skydiving. A room full of jumpers at the 2009 APF conference leapt to their feet in Brisbane, giving a loud (and somewhat teary) standing ovation to Dale Elliott, who'd just completed his 'A' Licence requirements. The guest speaker in the pimped up wheelchair had become Australia's first solo paraplegic skydiver!

Dale Elliott was a remarkable human, who was relentlessly positive, found a laugh in every situation, and defied every obstacle thrown at him. It looked like he could beat anything. But, eight years later, we realised that wasn't the case.

Like so many pilots, Dale dreamed of flight since he was a toddler, playing with planes and devouring aircraft magazines. He started flying at 16, in between other sporting adventures like snowboarding, water skiing, cricket and athletics. He flew skydivers, did a few jumps and married the love of his life, who he'd met in an Adelaide nightclub. He gained his commercial pilot's licence. Things were looking great for the life he'd mapped out with Erika.

But that changed in 2002 when, aged 26, Dale came off a motorbike and became a T10 complete paraplegic.

In his book, "Can't Walk, Can Fly", Dale described the immense challenges he overcame to become a father, a comedian and a motivational speaker. But skydiving took even more effort and determination!

TV cameras rolled as he did AFF jumps with special casts for his legs and the faith of instructors like Al Gray, Jason Ellul, Greg Smith and Curtis Morton. Those AFF jumps were on TV and Dale was an ASM CoverBoy.



But, of course, he wasn't done yet. It took six months for Curtis to feel safe enough to release him in freefall. Dale stubbornly proved his ability to regain stability and carefully picked his weather conditions to preserve his butt. (Can't hurt it when you have to sit on it all the time.)

Even when Dale did his first solo freefall, that wasn't enough. He went to New Zealand to claim that 'first' there as well. Sadly, Dale drifted away from jumping, focusing on raising his son, campaigning on disability issues and making a dollar as best as he could. Dale used to say "This is the card I've been dealt." And he certainly had more than his fair share of bad cards.

When cancer came, he met it head-on with the resilience we all knew. He armed himself with as much knowledge as he could gain, the humour that had helped him previously and the love of his family. But this time, he was no match. It was a rare and fierce form of cancer, Leptomenigeal Disease, and it took his life last December.

Dale's motto was simple:

"It's not about getting back to where you were, it's about going further!"

He'd hoped to do a Wingsuit BASE jump one day, and he'd dreamed of a 10-way with other paraplegic skydivers.

There was so much unfinished business. And yet so much was achieved in his remarkable 41 years.

Fly free, Dale.



Vale PETER FURLONG

By David Wheatland - Test Pilot & friend

Peter Furlong was a founding Director of Gippsland Aeronautics Pty Ltd, a company that became Australia's leading general aviation aircraft manufacturer, including the GA200 Agricultural aircraft and more commonly known in skydiving circles, the GA8 Airvan.

Peter was an aircraft maintenance engineer (LAME) by profession, an accomplished pilot of both aeroplanes and gliders, an amateur aircraft builder of note and a leader in Australian general aviation aircraft design and manufacturing.

As an amateur aircraft builder Peter personally built four light aircraft including a Whitman Tailwind, a Cassutt Racer and two Pitts aerobatic biplanes. He also participated in the construction of a group-built Corby Starlet. Peter conducted many of the flight trials leading to the certification of this highly successful type.

Over the years Peter has given freely of his time and knowledge to mentor and assist many other amateur aircraft builders.

Peter established Gippsland Aeronautics as a sole trader in 1977. The company was later incorporated as Gippsland Aeronautics Pty Ltd. Under Peter's guidance the company went from being a small aircraft maintenance organisation into aircraft modification work and eventually to aircraft design and manufacture.

Pete's innovative efforts in improving the safety and performance of agricultural aircraft led to the design, certification and manufacture of the company's own aerial application aircraft the GA200. Peter was the concept designer and certification test pilot for this project. Fifty GA200s have been built and are in service in seven countries.

Peter was concept designer for the company's second design, the very successful GA8 Multi role utility aircraft. Peter carried out the first flight of this type and was engaged in certification and production testing. No less than 245 GA8s have been built and of these about 60% have been exported. The type is now in service on 36 countries worldwide.

By Janine "J9" Hayes

Over the years, skydivers in Bairnsdale and the Latrobe Valley area were able to participate in test jumps or assist with photography sessions for the GA8 Airvan. One of those first loads was a test flight at Redcourt Dropzone with Smeds in 1998. I was heavily pregnant at the time and confident enough with Dave Wheatland at the controls to don a pilot's rig and fly in the right hand seat while Smeds, Hillsy, Stu, Dave, Dennis, Ian, and Diane took to the skies.

Peter was extremely supportive of skydivers and skydiving as an aviation activity, and thanks to the assistance of pilots Dave Wheatland or Gerard Lappin we often secured the use of an Airvan for training locally. Dave Boulter and I once spent a morning cranking out ten back-to-back loads rattling around in an 8-seat aircraft training for Accuracy. I still remember how much fun we had and how fortunate we felt. Thanks to GippyAero's generosity the Airvan was also used at a Corowa Nationals.

It was a privilege to have spent time with Peter and to have heard some of his incredible flying stories first hand. (Who knew you could substitute weather boards off a house as propellor blades on a home-built gyro copter)

I will always marvel that I am able to jump out of an aircraft designed and built locally by someone I knew, that starts as flat metal in a shed and turns into a wonderful flying machine.

There are around six operations in Australia who currently use the G8 Airvan as well as operations internationally.

What a fabulous legacy Peter has left, we send our heartfelt condolences to his wife Karen, family and friends and honour his contribution to aviation in general and in particular to our sport.

R.I.P Tribute to TOBY TURNER & PETER DAWSON

By Steve Lewis

2017 WAS A PRETTY ROUGH YEAR FOR MANY. THERE WAS A NUMBER OF SKYDIVING ACCIDENTS AS WELL AS A FEW FOLKS WITH THEIR OWN BATTLES. FOR US AT MISSION BEACH WE WERE HIT HARD WITH THE LOSS OF THREE PEOPLE IN THE ONE TERRIBLE ACCIDENT, WHEN TWO INSTRUCTORS AND A TANDEM PASSENGER LOST THEIR LIVES ON OCTOBER 13TH. THE PASSENGER, MRS. KERRY PIKE WAS A MOTHER AND WIFE, AND A LONG TERM, BELOVED MEMBER OF THE MISSION BEACH COMMUNITY. OUR DEEPEST SYMPATHIES GO TO HER FAMILY. HER MEMORY WILL FOREVER BE CHERISHED BY THOSE THAT KNEW HER; INCLUDING MANY OF OUR TEAM.

As for our two comrades in arms, it is difficult to express how tragic their loss has been felt. As with all jumpers, they were treasured by their mates and families; but it is true to say that these boys had that special something that makes their loss so painful to bear. The spaces left by them will never disappear; their presence will be etched into all of us; for all time.

Peter was one of the most vibrant and alive people you could hope to befriend. He was intelligent, brave, funny and loyal to a fault. He valued all that is good. Honesty, mate-ship, knowledge, humor and living life in full oozed from his pores. He was tireless and faithful. He was there for anyone who needed him. He had that energy that is found in some people that makes you want to spend time in their company. Peter was talented and effervescent. It was exhausting just watching how much he could pack into one day; let alone one life. He wasted not one second. He was a true inspiration as a person; and as a friend.

Toby was a beacon. He had a light that shone from deep inside. Any day spent with Toby was spent happily. You couldn't be around him without feeling good. His laughter was constant; and infectious. I can't remember Toby being angry. I can only see him smiling and filling any room with fun. He was as warm a person as you could hope to meet. Generous with time and energy. He was unable to let others stay down. It was part of Toby's DNA to spread warmth and kindness. You just felt better when he was around. Many knew Toby, and I have never met anybody who

feels differently toward him. He was universally loved; and he always will be.

It's true; it is a different world without these boys in it. We still hear them. We'll always miss them. We will treasure the time we had with them. We'll honor their memory by keeping them in our hearts and minds forever. They have left a permanent mark on all of us. Yes, the world is a sadder place without them here. But it is a far better place for having had them here at all. And I wouldn't trade a moment shared with them, for anything in the world. Thanks boys.



Peter



Toby

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"Treat each experience with the same care and respect as you do the first and be wary of the inherent tendency to cut corners as you gain familiarity." Shannon Pilcher

Observer/Expectation Bias

A jumper puts on his rig, boards an airplane and exits the plane at 10,000 feet for a formation skydive with three other jumpers. Soon after the exit, one of his teammates points out that his chest strap is flapping in the wind. It is unthreaded and trailing uselessly behind his back. At deployment time, he manages to hold the two main lift webs together with his left hand and deploy with his right. He lands otherwise uneventfully. The jumper was sure that he checked his chest strap when he went through his multiple gear checks. So, if he really checked his gear, what happened?

The likely explanation is **observer/expectation bias**. This jumper had put on his gear hundreds of times and checked his chest strap, leg straps and handles hundreds of times. His gear check became a thoughtless process, and his brain expected everything to be just as it had been for all those other gear checks. He was looking, but he did not really see.

This type of error has led to all sorts of incidents in skydiving, as well as in aviation in general. In almost every case, the incident involved someone with a great deal of experience. Observer/expectation bias explains how two highly experienced pilots could land an airliner on the wrong runway or even at the wrong airport. Or how a very experienced rigger could make a fatal packing error to the reserve parachute system, even though the error is obvious in a simple gear check. Most of the time, the enemy is simple complacency and allowing our eyes to see what we think we should be seeing. However, we should always expect the unexpected and look carefully at our surroundings.

In dozens of instances, highly experienced jumpers missed seemingly obvious problems. The tandem skydiving industry has seen its share of accidents when experienced instructors missed an obvious problem such as a riser flip-through (a common problem with tandem main-canopy risers), a misrouted drogue release system or another glaring gear error. Even highly experienced tandem instructors have missed these problems during the gear check, walk to

the airplane and climb to altitude, even when surrounded by other highly experienced instructors who could have caught the problem. In many cases, those who review the video after the fact and know what to look for find that the problem is in plain sight and obvious.



A misrouted chest strap is probably the most common example of an error caused by jumpers who fall into the trap of **observer/expectation bias**. It does not take much for a jumper to fail to thread the chest strap through the friction adapter, and to the casual observer who is not really paying attention, the chest strap may still look like it is routed correctly. Each jumper expects that he has put his gear on correctly.



Compiled by:
Kim Hardwick
APF Technical Officer

Although it is a constant battle, skydivers must work toward eliminating errors caused by observer/expectation bias. If you are just going through the motions with your gear checks, get back to really paying attention! Take a few seconds to check your gear without any interruptions or distractions, to help you stay focused. Whether it is gear checks or any other part of skydiving, learn to look carefully so you can see what your eyes are really observing.

Jim Crouch (USPA Director of Safety & Training)
This article originally appeared in the January 2018 issue of Parachutist, the official publication of the U.S. Parachute Association. It is reprinted here with permission.

The following are a sample of incidents from those submitted to the APF for November/December 2017 and are published in the interest of safety education. While every effort is made to ensure accuracy, neither the APF nor ASM make any representations about their accuracy, as information is based on incident notifications as submitted. **Note:** Any 'Actions' stated are taken verbatim direct from the incident forms.

Use these incidents to think about what actions you might take to reduce your chances of having a similar incident and/or how you might handle the situation. Discuss your options with the Chief Instructor/DZSO/qualified personnel at your drop zone.

AIRCRAFT/EXIT

Certificate E, jump 910. Icon container. Was to fly camera for Freely jump. On 3-minute light when getting up, reserve pin dislodged. Didn't feel rig bump anything but he said he must have rubbed it against something. Door was still closed. Pilot chute contained and smothered safely. Moved to front of aircraft, well away from door. Remainder of load exited as usual. Jumper landed in the plane. **Action:** Be more careful about movements inside aircraft. Aware these types of incidents should not occur.

DEPLOYMENT PROBLEMS/MALFUNCTIONS

Certificate C, jump 172. Pilot 167 Main, Smart 150 Reserve. Reserve Pud came loose in Freefall. Was doing an angle on my back and during transition to feet noticed Pud had become unsecure. Grabbed and held handle during deployment of BOC. Tried keeping handle still but with deployment the reserve pin came out and deployed the reserve. Came out in a Biplane formation. Was at approx. 2600 feet at this point. (I) didn't feel like I rushed the decision but could have taken more time. I was assessing the canopies but there was a lot of bumping as they were different sizes. I was concerned about a down-plane occurring lower so made decision to cut away. Disconnected RSL and pulled cutaway handle. Main cleared, and I landed reserve. * (I) should have pulled reserve straight away instead of BOC. Should

have landed Biplane or caused down-plane at height prior to cutting away. **Action:** DZSO watched video of incident from jumpers Gopro. DZSO spoke to jumper at length about his thought process and why he

chose to chop the main (leading canopy). DZSO took the jumper through the correct (DUAL SQUARE REPORT) course of action. DZSO had the jumper take a DUAL SQUARE REPORT home to read being coming back to jump. DZSO will test his knowledge on his return to the DZ. Jumper was very fortunate to not have a Main-Reserve entanglement. The video shows the main hitting the reserve and catching on the right-hand end cells causing them to close temporarily.

Certificate C, jump 184. Pilot 168 Main, PD 160 Reserve. Uneventful freefly jump. On deployment experienced a P/C in tow. Unable to free – carried out EPs. Under reserve by 2,400ft. Landed safely on the DZ. Upon inspection of gear after landing the main pin was still in situ and P/C was cocked. P/C was observed under canopy by the jumper to be fully inflated with bridle at full extension training behind. All gear retrieved. **Action:** This was the second time experiencing a P/C in tow in less than 2 weeks (first was whilst overseas 9 jumps ago).

The situation following reserve deployment on the PREVIOUS incident was different in that as the reserve deployed the main, P/C went between the left and right reserve risers from behind, under the slider, and around the left rear riser. Jumper grabbed the P/C, freed it from the riser and stowed it between his legs. The main pin did dislodge (unable to determine exactly when it dislodged in the process) and the bag dropped out. Jumper was able to grab the bag and also stow it between his legs for the remainder of the canopy ride.

Rigger feedback. Nil problems encountered with the gear at all. The rigger directly supervised the jumper repacking his main in case there may have been a packing issue. Pack job reported to be tidy and neat, and provided no indication of that being a causative factor. The rigger felt that the jumper may not have deployed the pilot chute cleanly, subsequently not getting the immediate snatch of the wind, and the jumper acknowledged that he may not have been pitching his pilot chute in a strong positive manner. The rigger has cleared the gear to be jumped and has directed the jumper to focus on a positive throw.

Certificate E, jump 1545. Sabre 150. Opened with step thru, involving slider stuck up. Managed to get twists and slider down to risers. Probably under 1000ft before steering to a landing area. Landed with half brakes and PLF in paddock off DZ. **Action:** Jumper spoken to about the importance of doing proper line check when packing. Jumper spoken to about identifying a good canopy, he said it was fully inflated and flying well. Jumpers footage shows toggles/brake lines twisted in risers which may have become jammed causing more problems. On landing he was baffled as to what had happened. When repacking, another experienced jumper helped explain and removed step-thru.

CANOPY CONTROL/LANDINGS

Certificate A, jump 31. Safire2 219 Main. Solo jump, practicing turning and completed a back flip and front flip. Deployed main at 4,000 ft, opened normally and under canopy as per normal. Landing pattern was ok, But off DZ and fairly quickly. Attempted to move past ditch as much as possible before turning on final leg, and the wind was pushing the canopy sideways towards ditch, attempted to land next to the ditch with flare, however forward momentum kept pushing forward and I hit my face on the other side of ditch wall. Unconscious for 3-4 minutes before coming to. **Action:** Next time stay much longer up wind and start your landing pattern closer to the DZ, turn your canopy up wind on final and look where you want to land and don't focus on the obstacle. Safety vehicle came to assist and provide lift back to manifest, washed face and then taken to local hospital as precaution.

Certificate E, jump 2728. Vengeance 120 Main. Jumper was landing in the middle of a big-way group. Jumper was on base leg when he elected to do a violent turn away from another canopy. Turn left him facing downwind headed towards the student paddock. He then did a low, low, low turn to get back into wind, stabbed the brakes to recover the turn, which it mostly did, but he landed heavily.

Action: He wasn't seen to be injured, he picked up his gear and wandered back at a reasonable pace where he was met by the DZSO and had his actions discussed. Jumper eventually understood that no one else was to blame for his actions.

Certificate E, 700 jumps. Katana 120 Main. Canopy flight normal until final approach. Performed 90-degree turn, approximately 20ft off ground, performed another left turn with hands on rear risers going cross wind. Did not flare, hit the ground still in the slight turn and impacted heavily. Jumper did not flare because he thought he was going to over-shoot landing area. Jumper was awake and talking but was winded and had pain in his legs and shoulder. Jumper was kept still by first aiders until paramedics arrived. Jumper was scanned, and no broken bones were found. Just heavy bruising. **Action:** When jumper returns to dropzone he will be briefed by footage on how he could have avoided the incident and how he can prevent this incident in the future.

Certificate D, jump 323. Crossfire 149 Main. Jump was a 10way belly and went as planned jumper opened and was flying back to the DZ and was going to land up the north end runway due to short spot. On his final approach the jumper was doing his normal serge to front riser landing, as he has done for around 40 jumps. He impacted the ground with only half flare, very hard. The result of this happening was a combination of a few factors

1. He was using 4kg of lead which would increase wing loading.
2. He was borrowing a friend's altimeter.
3. Off DZ landing

The jumper was taken to hospital by ambulance and X-rayed and found to have no broken bones, just tissue and ligament damage. He was very lucky. **Action:** The jumper was aware of his incident and why it happened and does not have a history of unsafe landings. He was reminded that when wearing lead to increase his weight and also when landing off DZ he should just worry about landing safely. Also, if he ever sees the same picture, to immediately release front risers and go to full flare.

Planning Your Landing

We learn on the first jump course that safe landings are: under a flat and level canopy; into a hazard-free area; and into wind if possible. We are taught basic flight planning, which involves flying to a holding area upwind of our intended landing area – the stronger the wind, the further upwind we hold. In that holding area, we can assess our groundspeed while facing into wind and downwind, and this then enables us to tweak our final landing pattern. We leave that holding area somewhere around 1,000ft and fly downwind, then crosswind, then into wind. All canopies on any given lift will usually be flying a variation of the same pattern for safety, because if everyone is only turning left onto finals then nobody should ever end up head-to-head and on level with anyone else. Make sure you know whether it's a left- or a right-hand pattern before you board the aircraft!

In a perfect world, we would get to fly our planned pattern on every jump. However, things don't always work out like that. Sometimes we get the spot wrong or get out short in light winds and end up opening downwind. Sometimes we end up lower than intended if we have a problem like line twists to sort out after opening and might have been unintentionally flying away from the holding area whilst we dealt with the problem. Sometimes there is other canopy traffic that prevents us from using the exact airspace we intended or means we have to wait.

The flight plan is flexible and can be adjusted so, even if circumstances prevent you from following it at first, it is almost always possible to rejoin it.

GEAR CHECK

GoPro Session Frame Failures

Several of the original Session frames have failed as shown in the below Pic.

Please inspect yours for signs of cracks.

Metallic replacements which are much stronger are available for about \$20 on E-Bay.



Misrouted Reserve Pin



A senior parachute rigger discovered this incorrectly closed reserve container during a gear check of another jumper. The reserve ripcord was on the wrong side of the grommet, and the reserve closing pin was flipped opposite of the correct orientation. If the jumper had to pull his reserve ripcord, the result would have been a harder-than-normal or maybe even an impossible pull. (However, the RSL

or AAD would have been able to activate the reserve.) An FAA Master Rigger had just packed the rig, and the rig owner took it back to the rigger to be repacked and closed correctly.

Packing errors from parachute riggers are rare, but they do occur occasionally. Rig owners should understand their parachute equipment well enough to recognize when there is a visible mistake in the closing of the main or reserve container.



(USPA Parachutist December 2018 Reprinted with permission.)

3-Ring System Maintenance

Q How should I maintain my 3-ring system and cutaway cables?

A Manufacturers make risers from nylon webbing, which can stiffen over time. Because of this stiffening, there have been cases in which risers remained attached to the harness after the jumpers pulled their cutaway handles during malfunctions.

While some parts of your harness and container don't need much attention to remain functional, your 3-ring system and cutaway cables need a little TLC every now and then to help the cutaway system work correctly.

The riser issue is pretty universal for all 3-ring systems, although manufacturers have varied recommendations for the time interval between maintenance. Aside from schedule, the maintenance procedure itself is consistent regardless of the manufacturer:

- Pull the cutaway handle and cables completely free of the container.
- Disassemble the risers and carefully check for wear, especially on the riser webbing and the white locking loop.
- Take each riser and vigorously twist and flex the webbing near where it passes through each ring.
- Check the condition of the Velcro on the cutaway handle and harness webbing, and make sure both cable ends are smooth and free of any rough edges that could hang up on the locking loop.
- Check the cable housings to ensure they are in good condition.
- Clean and lubricate the cutaway cables per manufacturer instructions.
- Reassemble the risers and cutaway handle.

Dirty cables can cause excessive pull forces during a cutaway, so cleaning and lubricating* these cables before reassembly is a good idea to help ensure that the pull forces are within the correct limits.

* Riggers and manufacturers have varying opinion as to best lubricants to use. There are pros and cons to wet and/or dry lubes. So, talk to your rigger to get the gist, to be able to make informed decisions about YOUR gear.

Regardless of lube type, the take-away of this article is that regular at a minimum monthly maintenance of your 3-ring assembly is the MUST DO. If maintenance is not carried out at regular intervals, even properly lubricated cables will not extract so easily.

Your DZ packer WON'T be doing this for you. And if you were relying on it being done at your reserve re-pack, think about it – this may be now only once a year!

So do something positive for yourself. 3-ring-system maintenance takes just a few minutes to complete, and you may learn more about your gear in the process, which is always a good thing.



WINGSUIT TAIL STRIKES

By Mike Tibbitts APF Safety and Training Officer Vic & NSW

WINGSUIT TAIL STRIKES. WHEN YOU SAY IT SLOWLY IN A SURFY DRAWL, IT ACTUALLY SOUNDS LIKE FUN. KINDA LIKE WATERBOARDING AT GUANTANAMO BAY. THEN YOU GET THERE AND REALISE THIS ISN'T WHAT THE BROCHURE TALKED ABOUT. THEN YOU REALISE THERE WASN'T A BROCHURE AND YOU JUST PRETTY MUCH MADE IT UP. AS THE CELL DOOR CLOSES BEHIND YOU AND THE BOOTS ON CONCRETE SOUND OF IMPENDING FREEDOM APPROACHES YOU REALISE THAT, GOSH DARN IT, THIS IS ALL YOUR OWN FAULT AND WHILE 'DESERVE' IS A BIG WORD LADEN WITH POSSIBLY UNFAIR PRECONCEPTIONS, HERE WE ARE NONETHELESS, WITH OUR POOR LIFE CHOICES MADE MANIFEST AND OUR SAFE WORD WILL NOT SAVE US.

That's almost exactly how I felt moving towards the open door of the Caravan on my wingsuit recurrency jump. Sadly, no one submits Incident Notifications saying stuff like 'went for a Wingsuit 2-way, was rad, will do again in future'. All that crosses my STO email is 'SPUN OUT OF CONTROL!', 'MADNESS!', 'OH LORD, HELP!' etc, which can't help but fill even the most positive mind (spoiler alert: that's not me anyway) with visions of apocalypse and open-mouthed-too-scared-to-scream B movie Santa goes on a rampage-esque stuff. I look to the pilot for encouragement but he just grins back at me while balancing a pineapple on his head, his descent into a light-hearted madness acting as a powerful juxtaposition to my own suffering. I didn't think pilots had such well-developed senses of ironic playfulness. Note to self: cry. **"ONE MILE!"** old pineapple hat calls back. I'd told him 1.5 past. My goggles have almost completely filled

with tears at this point. There is nothing to do but stop this runaway train of emotions and begin a cold-hearted rational assessment of all likely future outcomes based on individual performance/not performance and choices.

"ONE POINT ONE!" Right, so first of all, I need to access the APF's robust incident reporting system to find as much data as exists on wingsuit tail strikes. I use my telepathic link to the office to ask Kim for all the relevant Incident Notifications.

So, it looks like we have a grand total of 18 wingsuit/ aircraft incidents with eight bona fide horizontal stabiliser impacts, a couple of near misses, a premature deployment, a premature Reserve deployment, an exit or two that has been not helped by bouncing off the doorframe and some poor devil who chalked up what one hopes was their worst day ever when they got hung up on a strut by their bootie.

Sadly, we don't have data to know what proportion of Wingsuit jumps these incidents represent but they represent statistics all the way back to September 2004, which was when, I'm sure you'll all remember, Britney married K-Fed, which was, like, a billion years ago. Or in an era of Wingsuiting so long ago, Jeb Corliss was still cool.

"ONE POINT TWO!" Sweet, that was encouraging, but if we are honest with ourselves, the dataset was too small to really be indicative of life and the universe. Basically, thanks for trying to cheer me up, but you're yet to penetrate my inner core of negative thinking. I quickly email the British Parachute Association and the mighty USPA.



"ONE POINT THREE!" My phone dings. Twice. Furthering my damaged outlook on life and the assumption that the consequence free world around me is populated by robots here purely to interact with me, the dings herald the perfectly timed arrival of just the information I seek. Thankee, kind robot playthings, thankee. I like to think they all winked and tipped their hats in unspoken acknowledgement, but I think we all know robots can't wink (refer pamphlet, "How to Survive the Coming Robot Rebellion" by Charl Rootman).

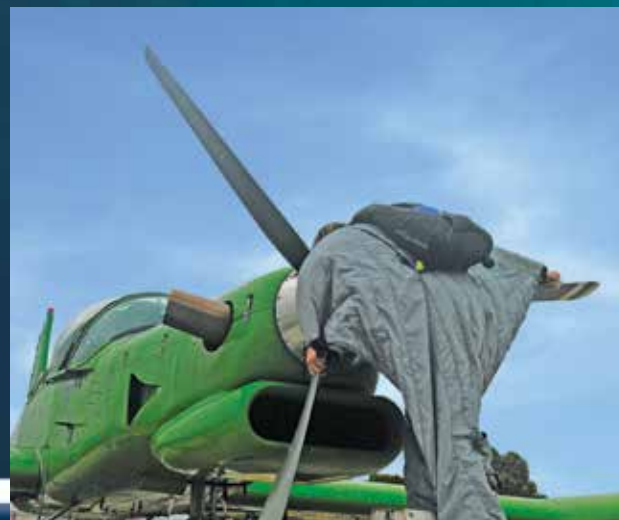
"ONE POINT FOUR!" Huh. These findings would tend to agree with the APF dataset, though, it must be said, their reporting system is less robust.

It seems then, that we have two possible conclusions to draw from this. Part one, blame something external "Hey pilot reduce power settings and allow the aircraft to even descend slightly while I'm exiting as per the incredibly informative article in the previous ASM!" And then part two, don't rush the exit. None of the documented strikes have included the Wingsuiter who exited first, or exited from the outside of the aircraft. That then suggests the most likely cause of tail strikes is a rushed exit, with legs and arms in the wrong position, allowing for premature inflation and the delights of hitting the aircraft with thy weak, soft humanity. Sweet! The recipe for not having a tail strike is simply take

your time to set up in the door correctly and exit without intentionally, or unintentionally as per a rushed big-way, exposing too much wing. Based on empirical evidence collected across three countries, on this solo jump I will likely not bounce off unforgiving and sharp edges of this here delightful aircraft. Woo!

"ONE POINT FIVE!" My goggles emptied of tears, I stood bravely in the door, yelled "the die is cast!" to an indifferent Carmen Miranda looking pilot and launched myself into the abyss.

My exit was terrible, but – it should be noted for the history books – I did not strike the aircraft. Instead, I tumbled with wild abandon through a glorious Victorian Spring sky, utterly unimpeded by tails, control surfaces, door frames or the quiet dignity of doing something well. Woo.



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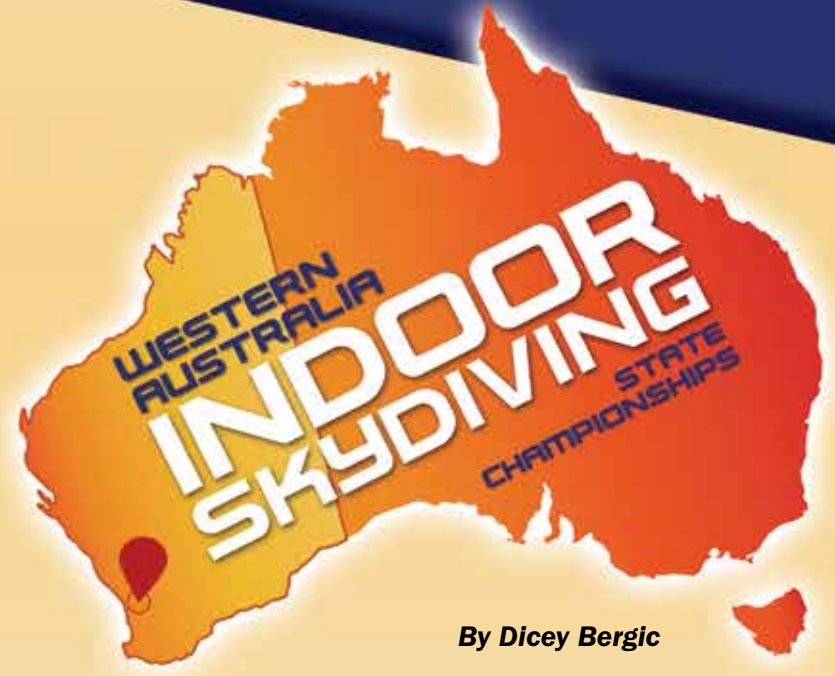
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By Dicey Bergic



On the 25th of November 2017 we held our first Western Australian Indoor Skydiving Championships in our true WA chilled style, and it did not disappoint. We attracted 66 competitors across seven disciplines, and the tunnel was humming.

It was awesome to have so many new faces making up our Rookie/Scratch teams, with some team's first rounds as their first time flying together. Others had put in and trained hard leading up to the competition which was evident on competition day with some stellar rounds on display.

It was great to welcome competitors from the East coast, it added good competition to the mix and offered great inspiration for our local up and coming flyers. Thank you, East Coasters for making the effort to join us.

Our Junior flyers where a crowd favourite, seeing their progression and having the East and West flying cats (Sarah Yates and Oxana Mamchur) take out 2-Way VFS Inter proves the next generation of flyers are here and our sport, although still young in Australia is well and truly on the rise.

THE JUNIOR FREESTYLE attracted five flyers, such a cool and supporting bunch. Sarah Yate's solid routine took the gold with 26.6 points, our local WA Boys and brothers Noah on 21.2 and Cooper on 19.6, taking Silver and Bronze. These two young shredders are big things in the coming years and will be ones to watch coming into the 2018 champs. Honourable mentions go to Oxana and Hannah Toh (her first comp!) for their great routines and showing dedication leading up to the comp as well as on comp day. Stellar effort from all our juniors.

FREESTYLE OPEN competition was awesome, fast paced and elegant. Taking out Gold was our very own Dave Hyndman with a freshly created routine on 53.4, a close battle for Silver and Bronze with just .4 between Elise Brown on 43.6 and Sarah Yates in on 43.2, both girls showing grace and challenging moves. Our lovely locals

Melissa Lisle and Piret Lain showed awesome progression and although first time competitors for indoor, are setting a high standard for Freestyle in WA and will be the once to watch coming into 2018.

2-WAY VFS attracted the most teams with eight pairs competing. The East Coast flying cats taking out gold on 97 points was awesome, both 13 years old, these girls did not muck around. A close second was our forever entertaining and charming Wet Willies taking the Silver on 96 points and stealing the show by competing in wetsuits and moustaches, great look. A big thanks to these boys for keeping the energy up and ensuring everyone was entertained. Bronze went to the Sky Ninjas on 83 points, a pair who teamed up specifically for the comp, stoked with their placing. Honourable mentions to Bad Fella's and Cupcake who shared one main man, Johnny Tan, who's quick costume changes to fly with his teammates was worth points in its own right; Miso fly adding some glamour to the day; and Hot Tub Flying Machine for smashing the points although coming together as a scratch team just days prior. Plus the MC team, they were pretty rad.

4-WAY FS OPEN saw some of our most focused and passionate flyers battling it out. The Dive Pool was challenging, yet the guys still smashed it out in style. Subterfuge took gold with 62 points and trained hard leading up to the comp and it was evident with their solid rounds. Silver went to the Curried Crumbs on 31 points, a scratch team to the max, having just met the week leading up to the comp. They did a stellar job and you could see their awesome progression round to round.





4-WAY FS ROOKIE attracted a great mix of new and seasoned tunnel flyers with "Rum in your belly" taking Gold with 66 points. They had a wild card member thrown in at the last minute and their first round was their first time all flying together, awesome win from them. Taking Silver with 52 points was Goldilocks and the Three Bears, with thousands of skydives between them these guys put in a solid effort and will be the ones to beat in 2018. Taking Bronze was Flat Out on 42 points, these guys spend most of their time focusing on Freefly, so great to see them trying their hand at Belly and scoring in the top three. Honourable mention to Root 16 who came together just weeks before the event, I can't commend them enough for coming together to compete, so impressed by their progression in such a short time.

2-WAY FS gave us a real breadth of experience levels, Number 69 two-can-chew (two members of the famed Screaming eagles 4 Way FS team) took the Gold with 129 points and stellar rounds. They also offered some of the most entertainment out of the tunnel with their shenanigans, unmistakable charm and humour. The Wet Willies took Silver with 119 points and continued to entertain, little drag in a wetsuit. Taking Bronze with 97 was the Sik Reps, a father/son team who through Dad's passion for skydiving have found indoor skydiving and are smashing it. Big ups to the The Muppets, both brand new to tunnel flying and as a team putting in a solid effort, look forward to seeing their progression for the coming year.

4 WAY VFS, one team, one dream, one Gold goes to the Fire Breathing Rubber Duckies. All skydivers, these four came together for the comp, put in great rounds and showed how awesome and challenging this discipline

can be, sparking plenty of interest for people wanting to compete in 4 Way VFS in 2018. VFS is on the rise with heaps of progression in WA, so can't wait to see what the 2018 champs will present.

Our Competitor lounge was rad, with delicious platters, snacks and food on offer throughout the day, refreshments, complimentary chiropractic adjustments from Lamp Chiro, and Massages from Game On Massage. This was a great space for our competitors to run the dives, chill and get comp ready. You can be rest assured that any event with us you will be well fed, drank and flown.

Biggest thanks to Maddy Yull and Joseph Bergic for putting it all together, our iFLY flight crew and instructors for forever being obliging, helpful and making the day run so smoothly. Top effort!

Much appreciation goes to the one and only Peta Holmes, for her impeccable judging and being a part of the day, we literally couldn't have done it without you.

THANK YOU to our Sponsors: Lamp Chiropractic - Game On Sports Massage - Celebrations, Rivervale - My Bayon - Deem Flywear Australia - The Lookout pop up bar - LVN - WA Rigging Company - Jimmy Baker - Big T Boogie - Skydive York - Skydive Geronimo - Redemption Yoga - Scott Paterson - Phoenix-Fly. Cheers legends.

Our champs were a testament that competitions truly spike interest and passion in people, show that there is so much that can be achieved in indoor skydiving and endless progression.

Thank you to the people who got behind us, competed, and showed the dedication and promise. You guys are the ones who grow this amazing sport, I'm truly thankful to be a part of it and know that there is so much goodness on the horizon for iFLY Perth and Indoor Skydiving in Aus.

Our 2018 Western Australian champs will be in June, allowing for the lead up to the Australian Champs, so get in a team, make friends and get flying.

Hugs and high fives.



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DZ DAYZ

TULLY CHRISTMAS PARTY 2017

By Tim Kolln

The annual Far North Freefall Christmas party came together rather late this year, with Luke Rogers coming up to impart some Wingsuit wisdom. The usual suspects turned up throughout Saturday whilst five-six keen jumpers were flying around the puffy clouds. Scott McClymont managed to get his first few Wingsuit flights in, Richard Keir and Katelyn Escott flapped hard with Katelyn bringing up her 500th jump.

A few of the Mission Beach crew teamed up with Paul Osborne to get some Flat points turning. Elf outfits and Santa hats came out to give some Angles the Christmas feel, with smiles all round. The party night was much more subdued than in previous years with many keen to actually make some loads happen on Sunday.

All-in-all, a great weekend with many learning from Luke's expertise; improving performance and flying some nice and tight flocks. Can't wait for the next Club weekend!



SHIPPING WORLDWIDE CALL US FIRST!

NEWCASTLE SPORT PARACHUTE CLUB - SKYDIVE ELDERSLIE

By Kellie Watson with Ian 'Robbo' Robertson

Over the past several months, the committee with the help of several enthusiastic jumpers have been making improvements around the drop zone. Recently, we oversaw the installation of a concrete apron at the aircraft refuelling station. The apron was a necessary upgrade at the drop zone to ensure mitigation of damage to aircraft from loose stones in the area. We also had laid several metres of bitumen to link the apron with Elderslie's famous airstrip.

This project was able to be completed with the kind assistance of the APF through their Special Funding Grant, and for which NSPC Inc. thanks them. In particular, Rob Libeau and Kelly Brennan for their support, and to Phil Onis for his generous contribution to the asphalt costs.

We have also been busy with expanding our event capabilities. In the latter half of 2017 we had:

- AFF Instructor D course: Congratulations Josh Marks, Winston Taylor and Trevor Souter on achieving their ratings, and to Mark Brody and Robbo for running the course and giving the boys a hard time on the practicals.
- Canopy Course in October with Robbie McMillan aimed at novices learning tips and tricks and control of their canopy, streamer chasing, ground handling, doing a PLR, and how to look after your gear. Sixteen participants (eight on each day) completed the weekend course. Thank you, Robbie.
- Star Crest Saturdays were held on a few occasions with Robbo Robertson, and included a visit from Vivian Merz and Melissa Harvey. On one weekend in November seven local skydivers were assisted in obtaining their Star Crests. Congratulations to Thomas Forbutt, Steven Fowler, Ross Redman, Michael Steele, Trinity Carson, Drew Merten and Kellie Watson. With several students and novices currently moving through the ranks more BCTT and Star Crest jumps will be organised. We take this opportunity to remind all potential Star Crestees to avail themselves of the Star Crest and Big-ways Guide available from the APF, and to do this sooner rather than later – don't wait to complete your B-Rels. Do it now!
- Packer B course run in early December by Koppel Solomon of Mee Loft was the first time such an event had been held at Elderslie in living memory.

Eight participants from Elderslie and other drop zones were given comprehensive training in all aspects of packing, including various techniques used, assembly of main components, record keeping and a whole lot of technical and procedural information necessary to sit the Packer

B exam. NSPC Inc. would like to congratulate the participants and extend thanks to Koppel and Asher Hillcoat who assisted throughout.

Our Annual Christmas Party with "Jungle Fever" theme was held on Saturday, 9 December with over 80 members and guests attending. We had a delightful day of jumping followed by an evening with a catered dinner, presentations and raffle. NSPC would like to thank its members and guests for a fun, enjoyable and respectable evening. So much so that jumping resumed first thing Sunday morning with our first load hitting the skies by 9am – something not normally done at Elderslie after such an event!

Skydive Elderslie would like to thank the following for their amazing donations towards its yearly raffle: MEE LOFT, CAOS, Spirit SkySports, CookieFly and NSPC Inc.

On a last note, one of our very own jumpers –

Nathan Wagemans completed his 1,000th jump on our last operational day of 2017. Nathan, an avid freeflyer, not only joined in on a Formation load, but also participated in a successful Star Crest for a fellow jumper before capping off his weekend with a Hop 'n' Pop. Nathan started jumping at Skydive Elderslie in 2011 where he was awarded Student of the Year. This year, 2017, he was crowned our Jump Pig of the year. Congratulations Nathan!



The future! 2018 kicks off with 4-Way, Wingsuits and the famous, longest running 4-Way Scrambles event in Australia: Black Death on 10 February, and with our first Speed Star Sunday also in February. But wait! There's more! Check out our Facebook pages for more events, news, etc.

Who is Kellie Watson? Her partner bought her a Tandem for her birthday to overcome a fear of flying in planes, that was fifteen months ago! In that time Kellie has achieved her 'C' Certificate, Display General, Star Crest, Packer B and was awarded 2017 Student of the Year at her home drop zone – NSPC Elderslie. Kellie has her sights set on Aussie Big-ways and would love to become a B-Rel Coach!



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Time to The BEDD

Compiled by
the APF at
ASM deadline time.

CERTIFICATE 'A'

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MIKE JUSTON
DANNY NORTON
NICHOLAS RAFAEL
EMMA ANGUS
JOYCE DANIEL
HAO-CHUN NICHOLAS
VALERIA SCOTT
BLAKE RYAN
CRAMPTON
MITCH TROY
STEPHAN JAKE
ANDREW DAVID
SIVAN BRADLEY
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BRENDON SCOTT
AYLA PATRICK
MICHAEL CRAIG
VAN JOHNSON
SAM LAWRIE
ABEL DOROTHEA
ANTON MARCIO
JACK TAHNU
MICHAEL THOMAS
ISRAEL RIVER
CHE MICHAEL
JAMES MITCHELL
BART IAN
MATTHEW LUKE
ROLAND DANIEL
TORY JAMIE

CERTIFICATE 'B'

ALBUS ANDREW
BAILLEUL BAILLIE
BOGA BRANDENBURG
BUNCE CARNEIRO DE FARIA
CEOLIN CHAMBERS
CHAN CHEN
CHEN CLARKE
COBOS COLEMAN
COLLINS CRAMPTON
CREE DARGIE
DAWSON DEFOY
DICKESON DICKIE
DISLERS DONDE
DORN DU MOULIN
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FIELD GENTLE
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POSADA PRICE
PRITCHARD PUHLE
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RETERA RICHARDS
RICHARDS ROSE
ROZNIERSKI SENDLHOFER
SIMMONS SIMPSON

CERTIFICATE 'C'

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CHERIE BAILEY
GREGORY MATTHEW
DANIEL TRINITY
WILL CARSON
SAM COUTTS
HENRY CRANE
RAPHAEL DELAVALT
ANGELO DI FRANCO

CERTIFICATE 'D'

BENJAMIN NATHAN
GREGORY LEWIN
EBBONY VINCENT
CAMERON DAVID
RUSSELL CLINTON
ANTHONY BLAKE
ADAM HANNAH
SHELBY GEORGIADIS
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MICHAEL SHAN
MICHAEL HANNAH
MARK JESSE
HENRY JAMES
EUAN KEITH
RECEE KUHN
CHEYNE KUPFER
SHAUN LAKE
EMIL LARSEN
TIMOTHY LAYCOCK
MAH MCCART
MATTHEW MCPHERSON-
PAUL MACKAY
GREGORY ARNAUD
PATRICK MURRAY
DUNCAN RORY
MARK NICOLAI
CONNOR O'NEILE
SAM PARKER
PETER REES
KATRINA ROBINSON
YONI SAGY
TIM SALTER
RYAN SENDLHOFER
RUSS STONE
BRETT SUTCLIFFE
MURILLO TAZINASSI DE GODDI
ALEXANDER TRAN
JANE TSAI
JOANNE VARGA
CORY VELLA
CAIN WATSON
BELINDA WHYTE
BEN WILLIAMS
KEEGAN WRIGHT
ROLAND XU
YIFAN ZARUBIN
ZHAO ZHANG

VIKTORIJA SHELBY
MICHAEL EGERTON
LUCAS ESCHBACH
ROBERT FALCONER
DIANA FENG
RICHARD FERRARA
RENE FISCHER
THOMAS FORBUTT
OSCAR GIRALDO AVILA
IAIN GREEN
BRAD GUNSON
MARI ANETTE HAAPALA
JOE HAFFER
JOSEPH HAIK
ANNELIES HOFMAN
TREVOR HOLLAND
MICHAEL INKLEY
TARA IRVING
MARK IVERSEN
KAZUYA IYODA
JESSE JAMES
ASHLEY KAVANAGH
EUAN KEITH
GEORGE KEITH
PASCAL KING
DIANA KUCSERA
CHEYNE KUPFER
KERRY LANG
CHRIS LEE
RAUL LOPEZ LIGERO
JOEL MATTHEWS
JONATHAN ARNAUD
BRYN MESUREUR
JOSHUA MOLONEY
JANE MORTEL
LACHLAN MOSSMAN
BEAU NEILL
ZACHERY NIHA
MISTY PAMMENT
SIMON PETERSEN
DIRK RAMSTETTER
DANIEL RUPPING
PETER-PASCAL RUTTEN
MARK SCHMIDT
JOSHUA SHARKEY
ANGELOS SHORT
JACOB SIMITSIS
ROBERT SINGLETON
STEFAN SPINK
ALEXANDER TARNE
SIMON URSIN
ELLEN VAN HAGEN
YIFAN VERHEIJ
SEONGMIN XU
KEVIN YOUNG
YONGLEI ZHANG

CERTIFICATE 'E'

ABBOTT ABBOTT
SATU AHOLA
JACK BAKER
DANIEL BARLOW
CRAIG BARLOW
THOMAS BELHACHE
ADAM BILLINGS
WILL CASS
HENRY CRANE
JOSHUA CRISP
SAMUEL DALE
JAMES DAVIDSON
MICHEL DE GROOTE
PHILLIP DUGAND
DANIEL GRESAK
ALEX HANKA
JAKE HITCHMAN
CHERAN HUGHES
ANDREW HUNZIKER
EUAN JARVIS
TIMOTHY KEITH
JAKOB KELLY
MILOS KNUDSEN
RICHARD KRIMPOTIC
CAMERON LANGRIDGE
KARL LE ROY
BRETT MARTINS FORTES
SHANNON MCGRATH
KEVIN MULDER
MATT OHNO
HENRI OLIVIERI
STEFAN PATEL
MATTHEW PETRI
JAKE PROBERT
HAN RAE
ANDREW ROBINSON
DANIEL ROWEN
LAURA SCOTT
RYAN SCOTT
LEE SMITH
ROBERT SPINK
MICHAEL STREET
CAM THOMSON
ALEXANDER TRAN
SIMON TYRVAINEIN
JAKE URSIN
CHRIS WARBURTON
NICOLE WOJTOWICZ
HAN YU
ANTHONY ZAMAN

CERTIFICATE 'F'

ABBOTT ABBOTT
JENS ANDERSEN
ANDERSEN ANDERSEN
JAKOB AUGIERS
RYAN BLUNK
BIANKA BAKER
SAMUEL BELANGER
DALE BICE

BRIAN CAMERON
AMBER JAMIE
HENRY DANIEL
DANIEL CALLAM
REBECCA DEBOWATE
FRASER DOBSON
JUSTIN FRASER
JAMES GARNER
JAKE HITCHMAN
MATT HOLMES
DEBORAH HOLT
BERTRAM HOLZ
TOMIC KLIZNIAK
MATTHEW LUTTON
GERALDINE MARTINS
JACOB MULDER
JONNO POST
JENS PROBERT
RENE QUEENAN
NYUNGMOOK SMITH
BRIAN STEVENS
THOMAS STEVENS
CHENGJUN STOKOE
KRZYSZTOF TEAGER
CAMERON THOMSON
DAKOTA THOMSON
HENRY VERSLUIS
KARL WALKER
FLAVIO WHITFIELD
BRET ZAMAN

CERTIFICATE 'G'

GRANT ALLEN
JAMES BROAD
MICHAEL CARTER
CHARLY COLLINS
ISAAC COOPER
GEORGE COOPER
DANIEL CROFT
CALLAM DEMPSEY
JAMES FRASER
DALLON HAY
JAKE HITCHMAN
MATT HOLMES
BERTRAM HOLZ
PIRET LAIN
JONNO POST
JASON SHARP
RYAN SMITH
SAM MATTHEW
BEN STOKOE

CERTIFICATE 'H'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'I'

JENS ANDERSEN
ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'J'

JENS ANDERSEN
ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'K'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'L'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'M'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'N'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'O'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'P'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'Q'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'R'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'S'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'T'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'U'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'V'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'W'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
BRETT PERKINS
SHANNON PILCHER
DANIEL PRIOR
JAMES SUSAN
ERIC HAMISH
ROBERT DANIEL
ROWEN SCHMIDT-LINDNER
ERIC JAMES
RYAN ERIC
ELISE SCOTT
STEFAN SHARP
CHRIS SIGRIST
ROBERT SMITH
KEVIN SAGY
MATTHEW STONE
HENRI TYRVAINEIN
THOMAS VERVAINEIN
KRZYSZTOF WALKER
JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'X'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
KATELYN FARNAN
BRIAN GRAVES
JOSEPH HAEBERLE
THOMAS HANCOCK
LAUREN HETTLER
DANIEL JAKONIUK
KRZYSZTOF KLIZNIAK
TOMIC MESUREUR
HANNAH MCGRATH
ANDREW MCGRATH
DOROTHEE MOLONEY
BRYN MORTL
JOSHUA NELSON
RICHARD OHNO
BEATRIZ CAMERON
KARL OLIVIERI
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JAKE WARBURTON
HANNAH WILCOCK
DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'Y'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES
HELINTON DAVEY
CAMERON ESCOTT
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BRIAN GRAVES
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CERTIFICATE 'Z'

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DALE WILSON-JONES
SEONGMIN YOUNG
ZHAO ZHANG
YONGLEI ZHANG

CERTIFICATE 'A'

ANDERSEN ANDERSEN
BAARS BAARS
BORLASE BORLASE
ANTON DA COSTA MARQUES



az directory

*Some members have commented that a few of these Club records are not accurate. We can only print what we're told. Please contact Kim Hardwick at the APF if you find any inaccuracies.

Source: APF Database as at deadline time.

AIRCRAFT LEGEND

Aircraft Type	Max. Skydivers
Cessna 180	4 place
Cessna 185	4 place
Cessna 182	5 place
Cessna 206	6 place
Islander	10 place
Islander	20 place
Piper Navajo	10 place
Beaver	8 place, turbine
Cessna Caravan	16 place, turbine
Cresco	10 place, turbine
XL	17 place, turbine
Skyvan	20 place, turbine
Helio Courier Helicopter	

NORTHERN TERRITORY

DARWIN PARACHUTE CLUB INC. (DARWN)

AFF, Tandem and Licence holders.
 Chief Instructor: Terry King
 GPO Box 3114, Darwin, NT 0801
 Club Ph: 0412 442 745.
 DZ Ph: 08 8976 0036
 Email: skydive@skydiveterritory.com.au
 Web: skydiveterritory.com.au
 Drop Zone Location: Bachelor Airfield
 Aircraft: Cessna 206

SKYDIVE ULURU (SKYROK)

Tandem only.
 Chief Instructor: Sam McKay
 PO Box 419, Yulara, NT 0872
 Club/DZ Ph: 0450 337 951.
 Email: skydiveayersrock@gmail.com
 Web: skydiveuluru.com.au
 Drop Zone Location: Ayers Rock Resort
 Aircraft: GA8 Airvan, Cessna 206

TOP END TANDEM (TOP)

Tandem only. Chief Instructor: Ashley Smith
 PO Box 692, Sanderson, NT 0813
 Club/DZ Ph: 0417 888 645.
 Email: topendtanDEM@gmail.com
 Web: topendtanDEM.com.au
 Drop Zone Location: Lee Point Beach, Darwin
 Aircraft: Cessna 182

QUEENSLAND - NORTH

ALTITUDE SKYDIVE (ASMB)

Non-training organisation.
 PO Box 5361, Wollongong, NSW 2520
 DZ Ph: 1300 663 634.
 Email: info@skydive.com.au
 Web: skydive.com.au/
 Drop Zone Location: Tully Aerodrome and Mission Beach
 Aircraft: Cessna 182

FAR NORTH FREEFALL INC (FARNTH)

Non-training organisation. Licence holders (Cert B+)
 PO Box 1058, Tully, Qld 4854
 Club Ph: 0428 420 500.
 Email: issydore@hotmail.com
 Drop Zone Location: Tully Aerodrome
 Aircraft: Cessna 182

GREAT BARRIER REEF SKYDIVE (WONGA)

Tandem only. Chief Instructor: TBA
 95 Wollli St, Kingsgrove, NSW 2208
 Ph: 0408 213 903.
 Email: dzoras@optusnet.com.au
 Drop Zone Location: Wonga Beach, Port Douglas, Cow Bay, Cape Tribulation
 Aircraft: TBA

PAUL'S PARACHUTING (OSBO)

Tandem only. Chief Instructor: Max Motzo
 PO Box 105, Cairns North, Qld 4870
 Ph: 1300 663 634.
 Fax 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/cairns
 Drop Zone Location: Edmonton and Cairns
 Aircraft: Cessna Caravan 208

SKYDIVE AIRLIE BEACH (AIRLE)

Tandem only. Chief Instructor: Max Motzo
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax 1300 338 803.

Email: info@skydive.com.au
 Web: skydive.com.au/airlie-beach
 Drop Zone Location: Whitsunday Airport, Shute Harbour
 Aircraft: GA8 Airvan, Cessna Caravan 208

SKYDIVE CAIRNS (SDCNS)

Tandem only. Chief Instructor: Steve Lewis
 PO Box 105, Cairns North, Qld 4870

Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/mission-beach
 Drop Zone Location: Tully Aerodrome and Mission Beach
 Aircraft: Cessna Caravan 208

SKYDIVE CAPRICORN (SKYCAP)

Tandem only. Chief Instructor: Lloyd Cofield
 29 Agnes St, The Range, Qld 4700
 Club Ph: 0429 044 224.
 Email: skydivecapricorn@icloud.com
 Web: skydivecapricorn.com.au
 Drop Zone Location: Hedlow Airfield, between Yeppoon and Rockhampton
 Aircraft: Cessna 182, Cessna 185

SKYDIVE THE WHITSUNDAYS (WHITS)

AFF, Tandem and Licence holders.
 Chief Instructor: Jonny Goss
 PO Box 226, Milperra, NSW 2214
 Club Ph: 0414 566 697.
 Email: support@airliebeachskydivers.com.au
 Web: airliebeachskydivers.com.au/
 Drop Zone Location: Bowen Aerodrome and Queens Beach
 Aircraft: Cessna 182

SKYDIVE TOWNSVILLE (MOSS)

AFF, Tandem and Licence holders.
 Chief Instructor: Alan Moss
 PO Box 1786, Townsville, Qld 4810
 Club Ph: 07 4721 4721.
 DZ Ph: 0412 889 154.
 Email: info@skydivetownsville.com
 Web: skydivetownsville.com
 Drop Zone Location: The Strand, Townsville and Ayr Airport.
 Aircraft: Cessna 182

TANDEM CAIRNS (CAIRNS)

AFF, Tandem and Licence holders.
 Chief Instructor: Adam Davies
 PO Box 753, Bungalow, Qld 4870
 Club Ph: 07 4015 2466.
 Fax: 07 4041 7724.
 Email: support@tandemcairns.com.au
 Web: tandemcairns.com.au
 Drop Zone Location: Innisfail Airport
 Aircraft: Cresco XL, de Havilland Beaver, Cessna Caravan 208, Cessna 182, Cessna 185

QUEENSLAND - SOUTH

AUSTRALIAN PARARESCUE TEAM (RESCU)

Non-training organisation
 PO Box 86, Southport, Qld 4215
 Club Ph: 0416 611 499.
 Email: paulweir56@yahoo.com.au

FUNNY FARM (FUNFAR)

Non-training organisation
 Burloo, Bungunya, Qld 4494
 Club Ph: 0429 630 897.
 Email: rmulckey@gmail.com
 Web: funnyfarmaustralia.com
 Drop Zone Location: Funny Farm, Bungunya (near Goodiwindi)
 Aircraft: Cessna 182

GOLD COAST SKYDIVE PTY LTD (TGOLD)

Tandem only. Chief Instructor: Archie Jamieson
 PO Box 332, Coolangabba, Qld 4225
 Club/DZ Ph: 07 5599 1920.
 Fax: 07 5599 1921.
 Email: info@goldcoastskydive.com.au
 Web: goldcoastskydive.com.au
 Drop Zone Location: Kirra Beach and Len Peak Oval
 Aircraft: Cessna 182, Piper Chieftain

LEARN TO SKYDIVE (LTS)

AFF/Tunnel, Tandem. Chief Instructor: Roger Mulckey
 Club/DZ Ph: 07 5536 6077.
 Email: info@learntoskydive.net
 Web: learntoskydive.net
 Drop Zone Location: Tweed River Jockey Club, Murwillumbah
 Aircraft: Cessna 182, Piper Chieftain

RAMBLERS PARACHUTE CENTRE (RAMBL)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: David McEvoy
 PO Box 136, Toogoolawah, Qld 4313
 Club Ph: 07 5423 1159.

SKYDIVE AIRLIE BEACH (AIRLE)

Tandem only. Chief Instructor: Roger Mulckey
 Club/DZ Ph: 07 5536 6077.
 Email: info@learntoskydive.net
 Web: learntoskydive.net
 Drop Zone Location: Tweed River Jockey Club, Murwillumbah
 Aircraft: Cessna 182, Piper Chieftain

SKYDIVE 1770 (AGNES)

Tandem only.
 Chief Instructor: Craig Sander
 Ph: 0417 079 460.
 Email: skydive1770@hotmail.com
 Web: TBA
 Drop Zone Location: Agnes Water Main Beach
 Aircraft: Cessna (TBA)

SKYDIVE AUSTRALIA BRISBANE (RED)

Tandem only. Chief Instructor: John Cook
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: Web: skydive.com.au/brisbane
 Drop Zone Location: Suttons Beach, Redcliffe
 Aircraft: Cessna Caravan 208

SKYDIVE BRIBIE ISLAND (ASQ)

Tandem only.
 Chief Instructor: Luke Oliver
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydivebribie.com.au
 Web: skydivebribie.com.au
 Drop Zone Location: Caboolture Airport (Ops Centre), Bribie Island beaches
 Aircraft: Cessna 206

SKYDIVE HERVEY BAY (HERVEY)

AFF, Tandem and Licence holders.
 Chief Instructor: Peter Agnew
 PO Box 7441, Hervey Bay, Qld 4655
 Club/DZ Ph: 0458 064 703.
 Email: bookings@skydiveherveybay.com.au
 Web: www.skydiveherveybay.com.au
 Drop Zone Locations: Hervey Bay beaches, Bunya Creek and Fraser Island
 Aircraft: Cessna 182, Cessna Caravan 208

SKYDIVE THE BEACH NOOSA (SKRAM)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: Wayne McLachlan
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/noosa
 Drop Zone Location: Coolum Beach and Bli Bli
 Aircraft: Cessna 182, Cessna Caravan 208

SKYDIVE THE BEACH RAINBOW BEACH (RAINBO)

Tandem only.
 Chief Instructor: Wayne McLachlan
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: skydiveforfun.com.au
 Drop Zone Location: Rainbow Beach
 Aircraft: Cessna 182 (Super)

SOUTH EAST QUEENSLAND SKYDIVERS INC (SQS)

Non-training organisation. Licence holders
 23 Highclare Court, Little Mountain, Qld 4551
 Club Ph: 0421 159 987.
 Email: seqsclub@gmail.com
 Web: sites.google.com/site/seqsclub

SUNSHINE COAST SKYDIVERS (SSCSC)

AFF, Tandem and Licence holders.
 Chief Instructor: Cameron Cooper
 PO Box 1079, Caloundra, Qld 4551
 Club Ph: 07 5437 0211.
 Email: bookings@sunshinecoastskydivers.com.au
 Web: sunshinecoastskydivers.com.au
 Drop Zone Location: Caloundra Airport and local beaches
 Aircraft: Cessna Caravan 208

TOOGOO LAHAW SKYDIVERS CLUB INC. (RASP)

Non-training organisation. Licence holders
 40 Sword St, Woolloongabba, Qld 4102
 Club Ph: 0418 154 119.
 Email: bennord@ozemail.com.au
 Web: tsc.skytix.com.au
 Drop Zone Location: Toogoolawah

NEW SOUTH WALES

ADRENALIN SKYDIVE (TUDD)

AFF, Tandem and Licence holders.
 Chief Instructor: Kobi Bokay
 PO Box 844, Goulburn, NSW 2580
 Club Ph: 02 9042 2000.
 Email: bookings@askydive.com.au
 Web: askydive.com.au
 Drop Zone Location: Goulburn Airport
 Aircraft: EMB-110P1, Cessna 206

AIRBORNE SUPPORT SERVICES (3RAR)

Non-training organisation.
 11 Yanderra Rd, Tapitallee, NSW 2540
 Club/DZ phone: 0487 505 800.
 Email: shep@airbornesupportservices.com
 Drop Zone Location: Nowra Airfield

COASTAL SKYDIVERS (COAST)

AFF, Tandem and Licence holders.
 Chief Instructor: Tony Maurer
 23 Bluewater Close, Wauchope, NSW 2446
 Club/DZ Ph: 0428 471 227.
 Email: jumpportmac@bigpond.com

Web: coastalskydivers.com
 Drop Zone Location: Port Macquarie Airport
 Aircraft: Cessna 182

COFFS CITY SKYDIVERS (COFFS)

AFF, Tandem and Licence holders.
 Chief Instructor: Lawrence Hill
 PO Box 4208, Coffs Harbour, NSW 2450
 Club Ph: 02 6651 1167.
 Fax: 02 6651 1094.
 Email: jump@coffsskydivers.com.au
 Web: coffsskydivers.com.au
 Drop Zone Location: Coffs Harbour Airport
 Aircraft: Cessna 182, Cessna 206

IFLY DOWNUNDER - PENRITH (IFLYP)

Non-training organisation. Wind tunnel only
 123 Mulgoa Rd, Penrith, NSW 2750
 Club Ph: 1300 366 364.
 Email: info@ifly.com.au
 Tunnel Location: Penrith

NEWCASTLE SPORT PARACHUTE CLUB (NSPC)

AFF, Tandem and Licence holders.
 Chief Instructor: Mark Brody
 PO Box 158, Branxton, NSW 2335
 DZ Ph: 02 4938 1040.
 Email: enquiry@nspc.net.au
 Web: skydivenewcastle.com
 Drop Zone Location: Moores Lane, Elderslie
 Aircraft: Beaver, PAC XL or Cessna Caravan 208

SKYDIVE AUSTRALIA - HUNTER VALLEY (GOFAST)

Tandem only.
 Chief Instructor: Byron (Paul) Smith
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/hunter-valley
 Drop Zone Location: Whittingham Airfield
 Aircraft: Cessna Caravan 208, Cessna 206, Cessna 182

SKYDIVE BYRON BAY (BYRON)

Tandem and Licence holders.
 Chief Instructor: Joe Stein
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/byron-bay
 Drop Zone Location: Tygerah Airfield
 Aircraft: Cessna Caravan 208

SKYDIVE OZ (PAUL)

AFF, Tandem and Licence holders.
 Chief Instructor: Paul (Poo) Smith
 PO Box 925, Moruya, NSW 2537
 Club Ph 1300 185 180.
 Email: fun@skydiveoz.com.au
 Web: skydiveoz.com.au
 Drop Zone Location: Moruya Airfield, Moruya Beach and Trangie NSW
 Aircraft: Cessna 182, Cessna 185

SKYDIVE THE BEACH AND BEYOND - CENTRAL COAST (SCC)

Non-training organisation
 PO Box 5361, Wollongong, NSW 2520
 Ph: 1300 663 634.
 Fax 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/central-coast
 Drop Zone Location: Warnervale Airport

SKYDIVE THE BEACH AND BEYOND - NEWCASTLE (SBN)

Tandem only.
 Chief Instructor: Bill Tuddenham
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Email: info@skydive.com.au
 Web: skydive.com.au/newcastle
 Drop Zone Location: Lake Macquarie Airport
 Aircraft: Cessna 206, Cessna Caravan 208

SKYDIVE THE BEACH AND BEYOND SYDNEY-WOLLONGONG (SBS)

Tandem only.
 Chief Instructor: Joe Hallin
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Email: info@skydive.com.au
 Web: skydive.com.au/sydney-wollongong
 Drop Zone Location: Stuart Park, North Wollongong
 Aircraft: Cessna Caravan 208, Cessna 182

SKYDIVING NSW DROP ZONE (NSWDZ)

Tandem only.
 Chief Instructor: Mark Brody
 PO Box 764, Taree, NSW 2430
 Club Ph: 0418 730 741.
 Email: skydivingsw@bigpond.com
 Drop Zone Location: Taree Airport
 Aircraft: Cessna 182

SYDNEY SKYDIVERS (SYD)

AFF, Tandem and Licence holders.
 Chief Instructor: Cindi Hemmila
 PO Box 226, Milperra, NSW 2214
 Club Ph: 02 9791 9155.
 DZ Ph: 02 4630 9265.
 Email: support@sydneykskydivers.com.au
 Web: sydneykskydivers.com.au
 Drop Zone Location: Picton
 Aircraft: Cessna Caravan 208, de Havilland Beaver, XL

TANDEM SKYDIVING (TANDY)

Non-training organisation.

25 Comara Close, Coffs Harbour, NSW 2450
 Club/DZ Ph: 0418 275 200.
 Email: rpeters@ozemail.com.au
 Drop Zone Location: Cambewarra
 Aircraft: Cessna 180

VICTORIA / TASMANIA

AUSTRALIAN SKYDIVE (AIRS)

Non-training. Licence holders only.
 PO Box 839, Torquay, Vic 3228
 Ph: 1800 557 101.
 Email: info@australianskydive.com.au
 Web: australianskydive.com.au
 Drop Zone Location: Tiger Moth World Torquay
 Aircraft: Cessnas 182, 206 and Caravan 208

AUSTRALIAN SKYDIVE - TORQUAY (TORQ)

AFF, Tandem and Licence holders. Chief Instructor: Greg Bayly
 PO Box 839, Torquay, Vic 3228
 Club Ph: 1800 557 101.
 DZ Ph: 0402 467 253.
 Email: info@australianskydive.com.au
 Web: australianskydive.com.au
 Drop Zone Location: Tiger Moth World Torquay
 Aircraft: Cessnas 182, 206 and Caravan 208

COMMANDO SKYDIVERS INCORPORATED (CDO)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: Craig Trimble
 Club Ph: 1300 555 956.
 Email: info@commandoskydivers.com.au
 Web: commandoskydivers.com.au
 Drop Zone Location: Latrobe Regional Airport and Phillip Island Airport
 Aircraft: GA8 Airvan

RELWORKERS UNLIMITED INCORPORATED (WORK)

Non-training organisation. Licence holders
 7 Akers Court, Darley, Vic 3340
 Club Ph: 0409 802 338.
 Email: relworkers@relworkers.org
 Web: jump.relworkers.org
 Drop Zone Location: No fixed DZ

SKYDIVE NAGAMBIE (CROSS)

AFF, Tandem and Licence holders.
 Chief Instructor: Don Cross
 PO Box 311, Nagambie, Vic 3608
 Club Ph: 03 5794 1466.
 Email: jump@skydivenagambie.com
 Web: skydivenagambie.com
 Drop Zone Location: Nagambie-Wirrate
 Aircraft: XL 750, Cessna 182

SKYDIVE SOUTH EAST MELBOURNE (SSEM)

AFF, SFF, Tandem and Licence holders.
 Chief Instructor: Chippe Lindberg
 PO Box 486, Yulara, NT 0872
 Club Ph: 0450 337 951.
 Email: skydivemelbourne@gmail.com
 Web: skydivemelbourne.com.au/
 Drop Zone Location: Tooradin Airfield
 Aircraft: Cessna 182

SKYDIVE THE BEACH AND BEYOND - GREAT OCEAN ROAD (GOROAD)

AFF, Tandem and Licence holders.
 Chief Instructor: Mike Tibbits
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/great-ocean-road
 Drop Zone Location: Barwon Heads Airfield
 Aircraft: Cessna 206, Cessna 182, P750

SKYDIVE THE BEACH AND BEYOND - MELBOURNE (STBM)

Tandem only.
 Chief Instructor: Greg Hays
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/melbourne
 Drop Zone Location: Moran Reserve at St Kilda
 Aircraft: Cessna 206, P750

SKYDIVE THE BEACH AND BEYOND - YARRA VALLEY (VPC)

Tandem only.
 Chief Instructor: Steve Smedley
 PO Box 5361, Wollongong, NSW 2500
 Ph: 1300 663 634.
 Fax: 1300 338 803.
 Email: info@skydive.com.au
 Web: skydive.com.au/yarra-valley
 Drop Zone Location: Lilydale Airport
 Aircraft: Cessna Caravan 208, Cessna 182, P750

SOUTH AUSTRALIA

ADELAIDE TANDEM SKYDIVING (SAJ)

AFF, Tandem and Licence holders.
 Chief Instructor: Allan Gray
 PO Box 1014, Golden Grove, SA 5125
 Club Ph: 08 8261 4161.
 DZ Ph: 08 8520 2660.
 Email: info@adelaideskyskydiving.com.au
 Web: adelaideskyskydiving.com.au
 Drop Zone Location: Lower Light, Rowland Flat and Clare Valley Aerodrome
 Aircraft: Cessna 182, Cessna 206

COASTAL SKYDIVE SA (COOL)

Tandem and Licence holders.
 Chief Instructor: Mark Gazley
 PO Box 333, Glenelg, SA 5045
 Club Ph: 0488 148 490.
 Email: jump@coastalskydive.com.au
 Web: coastalskydive.com.au
 Drop Zone Location: Goolwa Airfield, Aldinga Airfield and Semaphore Beach
 Aircraft: Cessna 182, PAC Fletcher FU-24

SA SKYDIVING OPS (SASD)

AFF, Tandem and Licence holders.
 Chief Instructor: Greg Smith
 PO Box 1595, Murray Bridge, SA 5253
 Club/DZ Ph: 08 8272 7888.
 Email: admin@saskyskydiving.com.au
 Web: saskyskydiving.com.au
 Drop Zone Location: Langhorne Creek Airfield
 Aircraft: Cessna 206, Cessna 182

SKYDIVE THE SOUTHERN VINES (VINE)

Tandem only.
 Chief Instructor: Mark Pincombe
 51 Anderson Rd, Bridgewater, SA 5155
 Club/DZ Ph: 0455 266 880.
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